


OTTAWA

PAST AND PRESENT

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By

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PREFACE

TWENTY years ago some of the original field-notes, maps, plans and copies of official correspondence relating to the construction of the Rideau Canal and the founding of Bytown were presented to the author by an aunt living in Detroit, Michigan. One of these maps shows the first lots surveyed in Canada's Capital and the names of the thirty-eight people who applied for them in October, 1826, and another (drawn in December, 1830), the exact location and size of each of the 147 buildings in Upper and Lower Bytown. Accompanying these valuable records there is a detailed account of "The Building of the Bridges at the Falls of the Chaudiere, Ottawa River, in the years 1826-8", a short description of "The Building of the Sappers' Bridge to connect Upper and Lower Bytown", and two large portfolios containing 115 accurately drawn and artistically finished water-colour paintings, done by Thomas Burrowes, of the Royal Engineers. Seventy-seven of these century-old drawings are of places in the vicinity of Ottawa and along the route of the Rideau Canal from there to Kingston, and the other thirty-eight of places along the St. Lawrence River and Lake Ontario between Prescott and Trenton.

Possession of these interesting and valuable records naturally led to the preparation of a thirty-page pamphlet dealing with the early history of Ottawa, but it was decided to delay publication until other sources of exact information could be studied with care. In the Public Archives at Ottawa and in the Reference Department of the Toronto Public Library a considerable amount of research work has been done during the last three years,

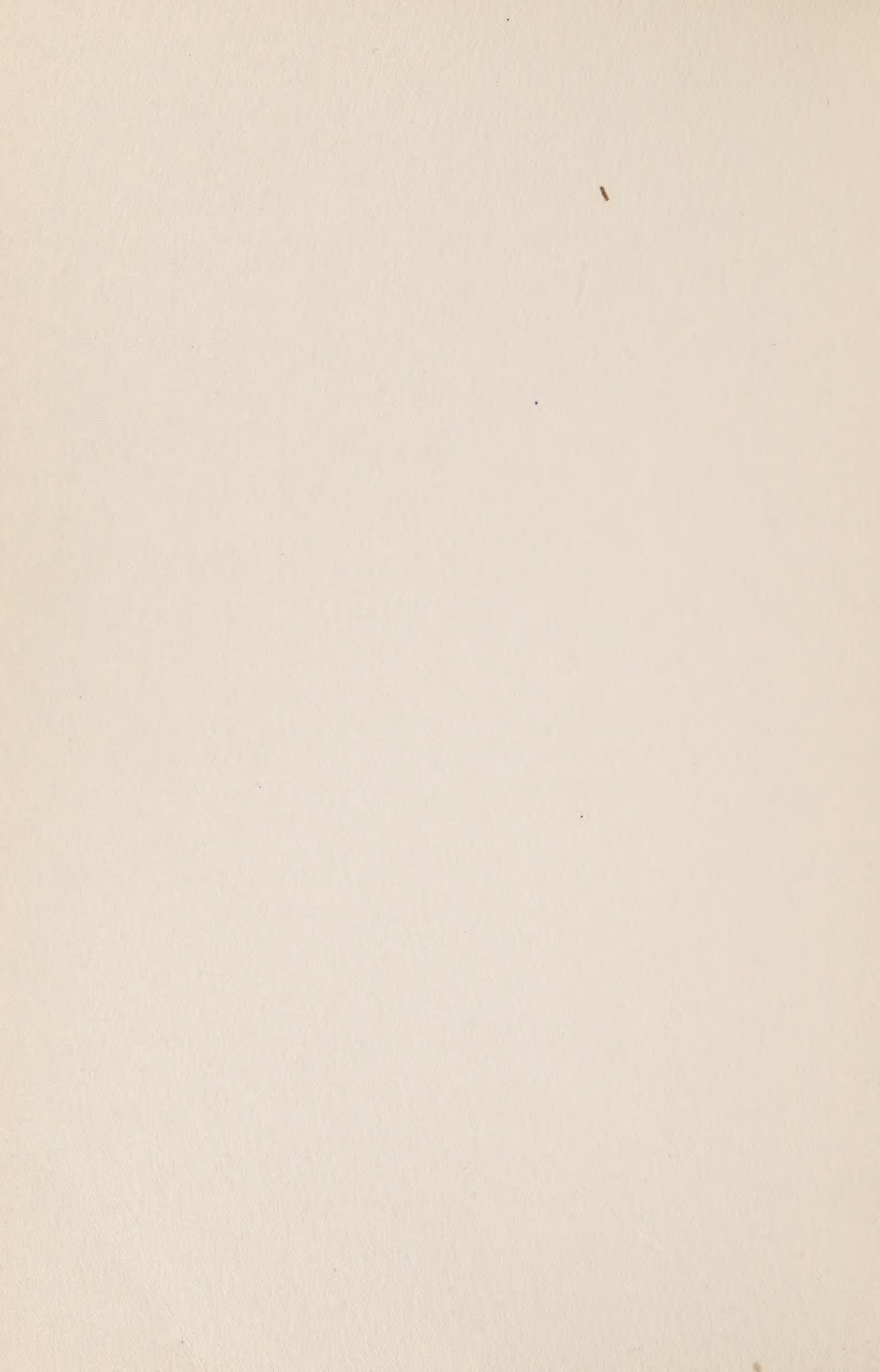
and generous assistance has been given by the Honourable Senator Andrew Haydon and Dr. A. H. U. Colquhoun, who have furnished extracts from state papers, lent rare books and donated hundreds of newspaper clippings. Their assistance, and the kindly encouragement of Dr. Adam Shortt, Mr. T. G. Marquis, Mr. Frank Yeigh, and Mr. P. D. Ross, have enabled the writer to complete this story of the founding and growth of the straggling back-woods village, which was eventually to become the Capital of the Dominion of Canada.

Toronto, Ont.

May, 1927.

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OTTAWA

PAST AND PRESENT

EARLY EXPLORERS OF THE OTTAWA RIVER

SAMUEL de Champlain, the most renowned of French explorers and colonizers, reached Tadousac on the 24th of May, 1603, formed an alliance with the Algonquin, Montagnais and Etchemin Indians, and on the 9th of June witnessed a feast in commemoration of their recent victory over the Iroquois. The Saguenay River was then explored as far as Chicoutimi, and a fairly good description of Lake St. John obtained from the Indians, who referred rather vaguely to "a great sea flowing toward the north." As all explorers of that time were diligently searching for a North-West Passage to China, this reference to a great northern sea must have appealed strongly to such a brave soldier, adventurous explorer and devoted patriot as Champlain. Apparently, some of the Indians who occasionally went as far north as Lake Nemiscau to trade with the Kili-stinons had been told about it by those who hunted along the southern and eastern shores of the great inland sea discovered seven years later by Henry Hudson, the great English navigator and explorer. At Quebec Champlain anchored long enough to write a short account of the country watered by the mighty St. Lawrence River, and then proceeded to Sault St. Louis (Lachine), where he gathered considerable information about the rapids of

the St. Lawrence, Lakes Ontario and Erie, Niagara Falls and the Detroit River.

In 1608, Champlain founded the city of Quebec, and in 1611, the city of Montreal, "which we named *La Place Royale*, at the distance of a league from Mont Royal." In 1610, Etienne Brûlè came up the Ottawa with a Huron Chief named Aenons, and in 1611 Nicholas du Vignau explored it as far as Pembroke. To the Algonquins this magnificent waterway was known as *Kit-chi-sippi*, or The Grand River, (a name still used by old-time lumbermen), and to the French as *la rivière des Algonquins*. When Du Vignau returned to Quebec and to France he stoutly maintained that he had discovered the much-talked of northern sea, and that he had seen there the wreck of an English ship manned by eighty sailors.

On the 27th of May, 1613, Champlain left his barque at Ste. Helen's Isle (opposite the City of Montreal) and began the exploration of the Ottawa River, about which he had heard so much. With two birch-bark canoes and the necessary camp equipment, he set out with Vignau, Thomas, two other Frenchmen and an Indian, and soon arrived at Lachine, where bad weather detained him until the 29th. Since the time of Jacques Cartier, all the noted explorers of Canadian territory have depended upon the use of canoes. What the camel is to desert tribes, what the horse is to the Arab and what the ship is to the colonizer, that, and more than that, the canoe was to the Indian who lived beside our innumerable waterways, and to the explorers, hunters, traders and colonizers who for three and a half centuries have been penetrating the silent places of the northern half of this great continent. On the 30th of May, Champlain used an astrolabe to determine the latitude of Lachine, which he recorded as 45 degrees and 18 minutes; only 5 minutes less than its true latitude. On the 31st the party passed through the Lake

of Two Mountains, which was named *Lac des Soissons* in honour of the Viceroy of New France. Of the danger experienced in towing his own canoe up the Long Sault, Champlain gives a vivid and highly interesting description. On the 3rd of June a party of Algonquin Indians was met and one of them exchanged for a Frenchman sent back to Ste. Helen's Isle.

On the 4th of June, the intrepid explorers reached the mouth of the Gatineau River; a large tributary of the Ottawa, opposite the eastern part of the City of Ottawa. At this time the St. Lawrence River and Lake Ontario formed a natural barrier between the Iroquois tribes to the north and those to the south, and probably prevented the annihilation of one or other of these warlike groups. The tribes to the south held the country from Lake Champlain to the Niagara River, and included the Mohawks, Oneidas, Cayugas, Onondagas and Senecas, who were known to the English as the Five Nations. Later on the Tuscaroras joined this group to form the Six Nations. Their passion for war, the wisdom and eloquence of their chiefs, their impatience of control, the extent of their conquests, and their harsh treatment of the vanquished earned for these southern Iroquois the title of "The Romans of the Western World." They were the most powerful nation of the North American continent and made many war-like expeditions; even as far west as the Mississippi River. The lower part of the Ottawa River was frequently roved by the Mohawks, so the Algonquins usually avoided their murderous attacks by going up the Gatineau River, crossing over to the headwaters of the St. Maurice River, and then following that stream down to the St. Lawrence, at Three Rivers.

On the south shore of the Ottawa, Champlain's attention was arrested by the beautiful twin curtain-like

falls of another large tributary stream. Part of his description reads, "There is an island in the centre, all covered with trees, like the rest of the land on both sides, and the water slips down with such impetuosity that it makes an arch of four hundred paces; the Indians passing underneath it without getting wet, except from the spray produced by the fall." To this "arch," subsequent explorers gave the name *le rideau*, or "the curtain," and, as time went on, the name Rideau was used to designate the Falls, River and Canal which now bear that name. In December, 1824, Joseph Bouchette, Surveyor General of Lower Canada, wrote, "The River Rideau is particularly distinguished by the Fall which bears its name; conspicuous for the excessive whiteness of the foam it excites and the regularity of the rock over which its waters are precipitated, the height whereof does not, I presume, exceed thirty feet." In the author's possession there are four accurately drawn water colour paintings of these remarkable falls; sketched in 1826 and 1845, by his maternal grandfather, Thomas Burrowes, of the Royal Engineers.

Of the Great Chaudiere Fall, Champlain says, "This great fall produces a noise that may be heard leagues away. At a certain place the water falls with such a rage that it has dugged out a large and deep basin, so that the current running in there in a circle and making a lot of huge bubbles has induced the Algonquins to call it *Asticou*, which means a kettle." The French equivalent of *Asticou*, is *Chaudiere*; and this is why subsequent explorers and travellers describe the turbulent waters at this wild and picturesque spot as the "Chaudiere Falls." Bouchette says, "This big kettle is surrounded by a bench of limestone nearly thirty feet high; the gap being about 200 feet wide, and indenting some 300 feet back or up the river in the straight line of the cataract. Within

this gap, or kettle, the great volume of the Ottawa boils and foams and hisses, and, rushing in wild masses from side to side eventually escapes in a mountain of high foam, and expands to half a mile in breadth in a short distance in its course below." In speaking of "The Little Kettle," on the Hull side of the river, he says, "Opposite Wright Village the River is nearly choked by a range of islands, of solid rock jutting out from its bed, overgrown with copse and stunted trees, amid which a few solitary pines or spruce trees are seen towering above the pigmy underwood. Immediately above these small islands the waters of the Lake, urged with great velocity through the contracted parts of the River called the Little Chaudiere, roll in volumes from rock to rock, and, occasionally repelled by opposing Islands, mostly collect into one large mass, which, torrent-like precipitates itself over a rock, in the shape of a segment of a circle." In another description of it we read, "North of the Great Chaudiere Fall, there is another cataract of inferior consequence, which is remarkable for one peculiarity not observed in the other. The waters hurled into this last pit are seen no more, but flow underground; leaving their visible bed little less than dry. Nearer the shores of Hull are various gradations of cascades, equally curious, that run considerable distances through subterranean passages."

Mr. Frank R. Latchford, Chief Justice of the Supreme Court of Ontario, who has made an exhaustive study of early exploration and settlement in the vicinity of Ottawa and Hull, is of the opinion that Champlain's party portaged along the north shore: not far from where Philemon Wright built his timber slide a couple of centuries later. About two miles west of here are the Remic Rapids, where Champlain mentions that he was "compelled to go ashore and get our canoes over the sharp rocks, the

trouble of which can be imagined. Of this place I took the altitude, and found it to be 45 degrees, 28 minutes." The astrolabe used for this purpose is dated 1603, is made of brass, weighs about three pounds, was suspended by a double-hinged ring which ensured its hanging vertically, and had a vertical circle 5 and $\frac{5}{8}$ inches in diameter, graduated only to degrees. All fractions of a degree had to be estimated by the observer, so it is surprising how accurate Champlain's observations were. Mr. Justice Latchford says, "Some day, I trust, the point projecting into these rapids will be marked with a memorial to the great explorer and the first astronomical observation made beside the Grand River of the Algonquins." When this is done care should be taken to avoid the mistake of the sculptor who designed the present Champlain statue in Nepean Park, where the great explorer is represented as holding an astrolabe upright in his hand.

On the 5th of June, Champlain's party reached the Chats Falls, and on the 6th paddled past the mouth of the Madawaska River (at Arnprior) and up the Chenaux Rapids. To avoid the rapids and falls of the main river above this point, the Indians advised crossing over and following what is still known to rivermen as "the portage route." This led up a small stream, through Coldingham, Catherine and Town Lakes, over a short portage to Olmsted Lake, and then over another portage to a small unnamed lake whose waters flow into Muskrat Lake. On the portages the members of the party were greatly harassed by mosquitoes, and the astrolabe was dropped. Some 254 years later, a fourteen year old boy, named Edward George Lee, on hitching a yoke of oxen to a sodden log, and pulling it to one side found the astrolabe; on what is now known as the rear half of Lot 12, in the Second Concession of the Township of Ross, in



Water-colour by Thomas Burrowes

RIDEAU FALLS
AS THEY APPEARED IN 1826

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Water-colour by Thomas Burrowes

"THE GREAT KETTLE," CHAUDIERE FALLS, OTTAWA RIVER
SKETCHED IN 1831 FROM CENTRE OF GREAT WOODEN TRUSS BRIDGE

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the County of Renfrew. This land belonged to Captain Overman, (of the steamer *Jason Gould*, plying on Muskrat Lake), who gave the astrolabe to R. W. Cassels of Toronto—President of the Ottawa Forwarding Company. In 1901, Samuel V. Hoffman, of New York City, added it to his large collection of astrolabes; and, thus, this priceless relic of the founder of Canada was permitted to leave the country instead of being placed in the Public Archives, at Ottawa.

On Muskrat Lake, an Algonquin chief named Nebachis showed the explorers his garden and field of Indian corn, and, on the 8th of June, took them down the lake and across a well-beaten three-mile portage to visit the one-eyed chief Tessouat, who had a village and cultivated gardens near the present site of Pembroke. Later in the day, the Indians on Allumette Island were visited. For commercial reasons of their own, these Indians wished to keep the French apart from other tribes; so they told the explorers weird tales of terrible sorcerers on Lake Nipissing, and grossly exaggerated the difficulties of the trip across to Georgian Bay. At this juncture, too, Tessouat exposed Vignau "for the bold liar that you are," and declared that he had never gone further west than Allumette Lake; so, on the 10th of June, the disgusted and much disappointed party began its return journey, accompanied by one of Tessouat's sons and forty canoes loaded with fur. At the Chaudiere Falls the Indians stopped to pay due respect to the *Manitou*, or spirit of the water. Of this religious observance Champlain says: "After collecting a number of pieces of smoking tobacco, a dance followed around the tribute thus gathered, with appropriate songs in fine style. Then a captain made a warm speech, explaining the ancient and revered custom by which their ancestors had secured the protection of the *Manitou* against all evils, and especially their enemies—

a statement open to doubt. Next, advancing towards the foaming *Asticou*, in great solemnity they threw the tobacco over the bubbles, raised a loud howling, and then returned to their canoes."

In 1615, Champlain, Etienne Brûlè, and seven others explored the Ottawa River as far as Mattawa, went up the Mattawa River to Trout Lake, across to Lake Nipissing, and down the French River to Georgian Bay. From the southern end of Georgian Bay they then went up the Severn River to Lake Couchiching and along the Eastern shore of Lake Simcoe. At the south end of Lake Simcoe the party was divided; Etienne Brûlè and his men going up the Holland River, across to the headwaters of the Humber River, and thence down that stream to Lake Ontario at what is now the western limit of the City of Toronto. Champlain's party went up Talbot Creek, across a long portage to Balsam Lake, and thence through the chain of connecting lakes and rivers past the present sites of the towns of Fenelon Falls, Bobcaygeon and Peterborough, through Rice Lake, and down the Trent River to the Bay of Quinte. It is certainly remarkable that Lake Ontario was discovered in such a round-about fashion by Champlain and his lieutenant, Etienne Brûlè. During this same year Joseph le Caron, a Récollet priest, passed up the Ottawa, and down the French River to Georgian Bay. He was the first Christian missionary to the Huron Indians in the northeastern part of Simcoe County, and was the first white man to visit these people in their homes.

On Lake Nipissing Champlain met Indians who lived mostly on Manitoulin Island, but afterwards took refuge in Wisconsin to escape the terrible onslaughts of the Iroquois. Because of their habit of dressing their hair upright and tying it on the top of the head, he refers to them as *Cheveux Relevés*, or "Standing Hairs". There is

no record of the name by which these Indians designated themselves. In the Jesuit Relations (1654-6) they are referred to as *Outaouak*, and in 1665 Dollier de Casson calls them *Outaoua*. After 1700 writers who never had any intercourse with these Indians changed the spelling to *Outaouais*, and finally it took the form *Ottawa*. At a still later date the name Ottawa was used to designate the "Grand River of the Algonquins"; and, from 1855 onwards, Canada's beautiful Capital City, at the junction of the Ottawa and Rideau Rivers. Thus, it appears that the name of the capital of the great Dominion of Canada is derived from that of an Indian tribe which lived at the north end of Lake Huron and only came down the Ottawa River periodically to trade with Montreal merchants.

From 1620 to 1628 regular commercial intercourse took place between the Huron Indians of Georgian Bay, the Algonquins of Allumette Island and Papineauville, and the French on the St. Lawrence. In July, 1626, Jean de Brébeuf and two other Jesuit priests passed up the Ottawa to found their Huron mission; so famous and so tragic. Brébeuf was a noble of Normandie, a man of extraordinarily powerful physique, burning enthusiasm, and unbending determination. For almost twenty-three years these faithful missionaries trod the lonely northern forests covering the southern and eastern shores of Georgian Bay, and many savages embraced Christianity; but, on the 16th of March, 1649, the blood-thirsty Iroquois burst upon the peaceful Huronian village of St. Ignace II (in the Township of Tay, Simcoe County), slew most of the inhabitants, and most cruelly tortured to death Jean de Brébeuf and Charles Lalemant. This was the year in which the Iroquois drove the Algonquins from the Ottawa Valley.

In 1650, Father Viel established Roman Catholic missions among the Indians along the Ottawa River, and

Nicola Gatineau explored part of the wild picturesque river which now bears his name.

In 1654, the Ottawa Indians of Lake Michigan reopened the fur trade with Montreal, but Indian wars still raged along the Ottawa River, and no one would have thought of settling permanently in such a dangerous country. By 1660 the Iroquois had a monopoly of the beaver catch, which they sold at Albany, on the Hudson River. During the month of May of this year, Adam Dollard des Ormeaux and sixteen other French heroes made their famous stand against the Iroquois at the foot of the Long Sault; the death of the entire garrison preventing the fall of Ville Marie, as Montreal was then called. From 1669 to 1684 a state of peace existed between the Indian tribes on the Ottawa River, and in 1674, Monsiegnur Francois de Laval, Bishop of Quebec, received the first grant of land; in what is now the County of Two Mountains, but it was many years before anyone settled there. From 1684 to 1700 the Iroquois kept in arms against the French, roved continually on both sides of the Ottawa, and rendered the country dangerous for traders and settlers.

From 1700 to 1755 the Ottawa was the highway to the west and the great North-West. The building of forts along the St. Lawrence had made that river the military route, but the fur-traders preferred to paddle from headland to headland along the north shore of Lake Superior to Sault Ste. Marie, up the French River to Lake Nipissing, and down the Mattawa and Ottawa Rivers to Montreal; because this route was both shorter and less exposed to wind than by way of the Great Lakes and the St. Lawrence River. In 1788 the Township of Grenville was surveyed, and a number of Scotch settlers

took up land. In 1798 the Township of Chatham was surveyed, and 2,200 acres were granted to William Fortune, and P. L. Panet. Shortly afterwards Captain Robertson, Elias Hawley, Wade, Dunning and others took up land on both sides of the Lievre; mostly discharged British soldiers.

THE FOUNDING OF HULL

THE story of the clearing of heavily timbered land north of the Great Chaudiere Falls, on the Ottawa River, the establishment of a prosperous farming community there, and the subsequent growth of the great manufacturing City of Hull is of such thrilling interest that several chapters would be required to do it justice. The leader of this great pioneering venture was Philemon Wright, who, in 1760, was born in the County of Kent, England. Shortly afterwards his parents settled "near Woburn, in the Province of Massachussets, in New England." Having heard of the opening up of "The Eastern Townships of Lower Canada," for settlement; in 1796 Philemon Wright came to Montreal to inquire about the natural resources of the country. Next year he returned and, according to his own diary, "Viewed the country on both sides of the St. Lawrence, the whole of the distance from Quebec, until I arrived at the Ottawa, or Grand River." In 1798 he came back again, to learn what he could about the navigability of the Ottawa River, the character of the timber along its shores, and the suitability of the land for farming. The information obtained does not seem to have been very encouraging, for in October 1799, he again returned, and a few years later wrote, "Not wishing to give up my intention of establishing a settlement, I hired two respectable men in Massachussets for the purpose of going with me to the Ottawa, or Grand River." Twenty days were spent making a careful examination of what is now the Township of Hull; "Climbing to the tops of one hundred or more tall trees, to view the situation of the country." The opposite shore of the Ottawa, with its great rocky

headlands now known as Parliament Hill and Nepean Point, did not favourably impress these hardy pioneers, and several years elapsed before any settlers located there.

On the 2nd of February, 1800, Wright and his associates left Woburn, and reached Montreal on the 10th. There he went before J. Chabolley, a Justice of the Peace, and took the following oath of allegiance. "I, Philemon Wright, of Montreal, in the Province of Lower Canada, do hereby swear that I will be faithful and bear true allegiance to His Majesty King George, so help me God." Wright's diary shows that he was accompanied by five families, had 25 good axemen, 14 horses, 8 oxen, 7 sleighs, several barrels of clear pork of his own raising, mill-irons, hoes, scythes, and other tools required for pioneering. "All honour to this adventurous Yankee, of Puritan descent, who had learned to do things; at Montreal in mid-winter, and eager to make a perilous journey into the interior with men, women, and children who had never undertaken such an enterprise." The hardest of voyageurs would have hesitated to do such a thing. With brave hearts they faced an unknown country, were resolved to make the best of everything, and would have marvelled greatly at such modern luxuries as coal and gas stoves, steamboats, steam railways, steam heated houses, waterworks and sewage systems, illuminating gas, telegraphs, telephones, electric lights, electric motors for the driving of all kinds of factory machinery and the propulsion of street cars, gasoline-driven cars, gramophones, radio sets, and trans-Atlantic wireless telephoning.

At the Long Sault Rapids the travelled road ended, and the party was still eighty miles from its destination. Here began a long drawn-out battle with the forest, and that with a vengeance. "In consequence of the depth of the snow, we were obliged to make a stand, and set one

part of our men to alter our teams so as to go singly, and the other part to proceed forward to cut the road. Before dark we cleared away the snow, and cut down trees for fire for the whole of the night; the women and children sleeping in covered sleighs, and the men with blankets around the fire, whilst the cattle were made fast to standing trees." Four days were required to cut a road through the bush as far as Hawkesbury, a distance of twelve miles. "From the head of the Long Sault we travelled the whole of the distance upon the ice, until we came to the intended spot. The ice being covered by snow about a foot thick, it was impossible to know whether it was safe, without sounding it with the axe; so we kept some of our axemen forward trying every rod of it. Towards the end of the first day on the ice an Indian volunteered to guide the party without the promise of fee or reward. With his small axe he tried the ice every step he went, as if he had been the proper guide or owner of the property." . . . "Owing to the deepness of the snow, it took us about six days to pass up this river a distance of about 64 miles." . . . "Our savage now gave us to understand that he must return to his squaw and child. After giving him presents for his services, our men thanked him in the best manner they could make him understand, and three times huzzaned him; so he left us in great spirits."

On the 7th of March the party reached the Chaudiere Falls, and at once set to work to fell timber for the erection of buildings. Soon the Indians demanded upon what authority the white men were cutting down the trees and taking possession of their land; so Wright promised to go to Montreal "the next moon," to see Sir John Johnston, the Indian Agent, and to abide by his decision. Upon his return with a message from the representative of "The Great White Father across the Water," that the Indians must not interfere with the settlers, and a liberal

presentation of articles much prized by them, Wright was hailed as a Chief, and "the hatchet was buried with profound and solemn ceremonies."

During the Fall of 1800, a thousand bushels of potatoes were dug, but, as they were placed in pits too deep for them, they were nearly all destroyed by Spring. "We were therefore obliged to go to Montreal, a distance of 120 miles, to obtain means of subsistence, until our crops could be harvested. Our only communication was by water, and the navigation of the River, particularly the Long Sault, was entirely unknown to our men. Those who understood the manner of going up and down the River could not be hired under fifteen shillings per day." During this summer the Township of Hull was surveyed at a cost of about £8,000, "it being a bad Township to survey because the Gatineau River runs in an angular direction through the whole of it, and is not fordable at any place for the space of fifty miles up." Along this great tributary of the Ottawa River, the International Paper Company is now building enormous cement dams at Farmer's Rapids, Chelsea, Paguan Falls, and Bitobee, for the development of electric energy. The storage dam at Bitobee will create a lake with a surface of more than one hundred square miles, and the initial development of the three hydro-electric plants below will be 400,000 horse-power; one and one-half times that of the much talked-of Mussel Shoals plant in Alabama.

Upon returning to Woburn with his men, Wright paid them off, but "the greater part of them came back the same winter, and, by an agreement, took lands which they found to be much better in the Township of Hull than in the State of Massachussets." Some of his first associates were Edmund Chamberlain, Harvey Parker, Isaac Rennie, Daniel Wyman, and Philemon Wright, Jr. In 1802

Luther Colton and James McConnel joined the settlement; a considerable quantity of hemp of excellent quality was grown, and a hemp mill was erected, but was destroyed by fire shortly after being completed. During this same Fall, a saw mill and grist mill were started. "there being no mill nearer than eighty miles of the Township. Before I built my mills, it cost me twice as much to get my grain ground as to raise it." During 1803, about 380 acres of land were cleared and improved, and a young relative of Philemon Wright's, Charles Symmes, of Symmes Corners, near Boston, was appointed book-keeper. Shortly afterwards Symmes took up land eight miles west of Hull, at a place known for a time as "The Turnpike," and then as "Symmes' Landing." Half a mile away a flourishing village soon sprang up, and was given the name of Aylmer; in honour of Baron Aylmer, Governor-in-chief of Canada from 1830 to 1835.

In 1804 a blacksmith shop "with four pairs of bellows worked by water", a bakehouse, a shoemaker shop and a tailor shop were built, and the erection of a tannery begun. In 1805 more land was cleared, the building of roads and bridges was continued, and a trip was taken to Massachusetts to secure stock and grass seed. In 1806 a quantity of flour was taken to Montreal, on sleds drawn by oxen, but the cost of the trip was equal to the price obtained for the flour. "As I had now been six years in the Township and had expended my capital, it was time for me to look for an export market to cover my imports; no export market had been found, as not a stick of timber had ever been sent from Hull down these dangerous rapids. I then agreed to get some timber ready, and examined the rapids quite down to the Isle of Montreal. The habitants who had been settled there nearly two hundred years told me it was not possible to get timber to Quebec by the route on the north side of the Isle of

Montreal, but I said I would not believe it until I had tried it." Accordingly, he got ready a raft of square timber, which he named "The Colombo," and, in the spring of 1807 was 35 days getting it down the Long Sault Rapids; only 24 hours being required when the channel was improved some years later.

In the spring of 1808, Philemon Wright began the manufacture of sawn timber, but on the 8th of May fire destroyed the mills, all the lumber sawn, and several houses. There was no insurance, and the loss so crippled the struggling community that Wright was completely discouraged, but his sons urged him not to give up; four years' hard work being required to restore the former prosperity of the village. A manuscript in the Public Archives, at Ottawa, states that Philemon Wright married Abigail Wyman, and that their children were Philemon, Jr., Tiberias, Polly, Ruggles, Abigail and Christopher; whilst the children of Thomas and Mary Wright were Thomas, Jr., John, Polly, Benjamin Hopper, Betsy, May and Abigail. Thomas C. Wright, who kept the Wright House in Hull, between 1862 and 1881, was a son of Benjamin Hopper Wright. On the west bank of the Rideau River he bought a place now known as "Wright's Grove," where his widow still lives.

In 1809 Philemon Wright took several rafts of square timber to Quebec, and erected a number of new buildings. During the next eight years steady progress was made in clearing land and getting it under cultivation. In 1818 Wright built himself a large house upon a height of ground about 800 yards west of the Chaudiere Falls, "planted an extensive nursery of young fruit trees fenced round with a stone wall," erected a barn sixty feet long and forty feet wide, and "constructed a road to the Lake Chaudiere, seven miles in length, called the Britannia Road." In 1819 a three-story tannery, 75 feet long and 40

feet wide, was built and "equipped with a cylinder to grind bark by water." . Previous to 1820, many of the voyageurs and shantymen going up and down the Ottawa stopped overnight in a large wooden building with numerous small windows, and called by them *la Pigeonnaire*, or "The Pigeon-loft," but during this year Wright built the "Columbia Hotel"—a three-story structure 83 feet long, 40 feet wide, with four stacks of chimneys and eighteen fireplaces, and a very large parlour which was often used as a ball-room. During this same year a new sawmill and grist-mill were built; the village then having five mills, four stores, two hotels, three schools, two distilleries and one brewery, and a population of 703.

On the 27th of October, 1820, the Earl of Dalhousie wrote: "Philemon Wright called upon me to present his answer to several queries I put to him by letter, when at his home at the Falls of the Ottawa, last August." . . . "Phil. is a strange fellow, with shrewd sense, deep cunning, and Yankee manners." . . . "Philemon Wright petitions for aid to establish an Agricultural Society at Hull, and recommends as Justices of the Peace, Edmund Chamberlain and Hiraldu Easterbrook." In March, 1821, Dalhousie wrote: "Philemon Wright claims from me a promise of £300 to assist in building a church at Hull; but I had entirely forgotten it, and the funds of the Jesuit Estates are quite inadequate. On receiving the Bishop's subscription, this old Yankee observed to me that if it were built of wood it might be paid for in Money Currency, but as it is built of good stone it should be paid for in Sterling." This church was 68 feet long, 46 feet wide, had side walls 28 feet high, and was surmounted by a neat spire.

In 1824 Bouchette wrote: "Wright Village is pleasantly situated at the south-east angle of Hull Township; occupying the front Lots, numbered 2, 3 & 4, in the Third Range. It is composed of eight or ten houses, besides a

handsome Church built upon an eminence facing the River. Nearly in front of the Church, and bordering the Highway, stands a two-story stone house, where a liberal Hotel Establishment is carried on, affording considerable accommodations. Westward from this Inn is another good stone building and several frame houses. . . . Opposite to these, on the other side of the main road, and on the bank of the River, are situated the Grist and Saw Mills, a Blacksmith's Forge, Stores, &c.; also a spacious and commodious stone edifice, with a Cupalo, which is often mistaken by visitors for a Church." . . . "The Mill Dam projecting out into the reef of rocks, towards the rapid, is remarkable for its extent and solidity. To the west of the Mill is a long causeway and bridge, over which the public road is continued. Upon the first rise of the hill, West of the Bridge, is the handsome and comfortable habitation of Philemon Wright, Esquire, and beyond it the School-House." . . . By 1828 the population of Hull had increased to 1,066 (mostly Americans), and there were two grist-mills, four sawmills, twelve limekilns, two tanneries, and numerous shops. An Ordnance map dated the 22nd of January, 1831, shows a Stone Dam to deflect the water into the Mill Pond and Timber Slide, a Powder Magazine on the Rocky Point south of the Timber Slide, the Spring Landing Place about 150 yards below the First Stone Bridge (built during the winter of 1826-7), the King's Tavern and Store near the Boat Landing, and the road leading to the chain of Bridges below the Chaudiere Falls. Up to 1875 the growing village was known as Wright Village, or Wrightsville, but in that year it was incorporated as a town, under the name of Hull; its first Mayor being George J. Marston. To-day it has thirty-five large industries located within its borders, has a population of 35,000, and is the third largest city in the Province of Quebec. Looking back over a century of

time, it is of interest to note the comments of some of his contemporaries regarding the sterling qualities of the founder of this great industrial city.

John McTaggart, who was mainly responsible for the final location of the Rideau Canal, between Ottawa and Kingston, in his "Three Years in Canada," says: "Philemon Wright is a perfect Jacob, and yet truly an American; but a loyal man to Hull—and that is enough. He has also a kind heart; and will differ from none, unless an infringement is attempted on his lands. No one is more the father of his people than he; when he has been away from home any time, on his coming back guns are fired, bells rung and flags waved." . . . "It was he who proposed the Rideau Canal; and, with pleasure, I have heard him propose many other works equally great and ingenious." . . . "The Squire is a Royal Arch Mason; procured a Charter and opened a Lodge in fine style; while all the men of character flocked in and became members of the Ancient Craft." Another admirer of this doughty pioneer says: "His make was spare, he stooped considerably under the weight of 73 years, he was dressed in black and wore a broad-brimmed hat, his nose was long and his eyes deep-set and sharp." In 1833 another writer quotes Wright as saying: "Thirty years ago, before a bush was cut on any of these rivers, we had a weary time of it, poling and dragging our boats where steam vessels now navigate," and about the same time John J. Bigsby, M.D., who was sent from England to investigate the geology of Canada, wrote: "Philemon Wright is in constant motion, teaching and being taught—a true pioneer, an enthusiast in reclaiming and cultivating wild land. He was good enough to show me the tree under which he slept the night of his arrival. In a manner, I felt that that tree was sacred, and that I was in the presence of a considerable mind—not, perhaps, able to figure in a ball-room, but certainly able to gather together and nourish a happy population."

STRAY SETTLERS IN CARLETON COUNTY

ON the 5th of August, 1791, the Land Committee at Quebec recommended that "A Scite of a Town be laid off at the forks of the River Reddo, as delineated in a plan drawn by Mr. Chewett, 28 March, 1791, and referred to by the Land Office Board of Lunenburg, to serve as a Town Plot in the centre of four adjoining Townships; two on each side of the aforesaid River." The significance of the words, "at the forks of the Reddo," is that, during the spring floods, a considerable portion of the water of the Rideau River then flowed through what was later known as "Dow's Great Swamp," passed down the slope between what are now known as Rochester and Preston Streets, and entered the Ottawa River about three-quarters of a mile west of the Chaudiere Falls.

On the 1st of September, 1793, Deputy Surveyor John Stegmann, of York, (Toronto), was instructed to survey four townships in the northern portion of the Counties of Leeds and Grenville; which he designated as A, B, C, and D. A few years later Township A was given the name of Osgoode; in honour of William Osgoode, Chief Justice of Upper Canada from 1791 to 1794 and of Lower Canada from 1794 to 1805, who in 1803 gave a decision that slavery in Lower Canada was not in accordance with English law, and after whom Osgoode Hall, Toronto, was named. Township B became the Township of Gloucester; being named after William Frederick, second Duke of Gloucester, who was both a nephew and son-in-law of King George III. Township C is now known as North Gower; probably a variant spelling of North Gore,

because it forms a great gore lying west of the Rideau River, and east of Marlborough Township. Township D was named Nepean, after Sir Evan Nepean, Secretary for Ireland in 1804. There is a legend to the effect that John Stegmann planted his last stake near Dow's Great Swamp, and was drowned in the Rideau River in the spring of 1794.

On the 16th of June, 1792, Major-General John Graves Simcoe, the first Governor of Upper Canada, issued a Proclamation, dividing the Province into Counties. One of these was the County of Carleton, which then comprised parts of the present counties of Carleton, Lanark and Renfrew, and was named to perpetuate the memory of Major-General Sir Guy Carleton, a Lieutenant-Colonel who commanded a regiment of Grenadiers under General Wolfe, at the capture of Quebec. During the American Revolutionary War, he performed meritorious and gallant service. For brilliant generalship and exemplary conduct he was rapidly promoted; three times was Governor-in-chief of Canada, and in 1701 was made a peer and given the title of Lord Dorchester. At all times he proved himself to be a brave soldier, a skilful officer, an honourable and warm-hearted gentleman, a wise ruler and a masterly diplomat. Few have served the Empire with greater purity of purpose, or greater wisdom of execution than did Sir Guy Carleton, and there was no one more fit to give a name to the noble county in which is situated the political metropolis of the great Dominion which he took no mean part in capturing, and of which he was one of its earliest and best governors. On the 15th of November, 1822, Sir Perigrene Maitland, Governor of Upper Canada, decreed that "The County of Carleton shall be a separate District known by the name of Bathurst," and in 1823, Perth was made the Capital. In February



Water-colour by Thomas Burrowes

VIEW OF HULL IN 1830

Christopher Columbus
was first judge appointed
to the Court of the
Honduras

1829, some 945 residents of the Ottawa, Bathurst and Johnstown Districts petitioned the Upper Canada Assembly, praying that certain townships from each of them be formed into a new District. Two years later a public meeting was held in Bytown (Ottawa), to urge the necessity for the proposed change, but no action was taken until the 19th of March, 1842, when the District of Dalhousie was created—including the Townships of Gloucester and Osgoode from the old Ottawa District, North Gower and Marlborough from the Johnstown District, and Nepean, Goulbourn, March, Huntley, Torbolton and Fitzroy, from the District of Bathurst. When Districts were abolished these ten townships became the great V-shaped County of Carleton, whose northern boundary stretches along the Ottawa River from Marshall's Bay to Orleans, whose southern apex is at Burritt's Rapids, (33 miles south of the Chaudiere Falls), and which has an area of almost 875 square miles.

SETTLERS IN NEPEAN

In the Township of Nepean a great many of the Lots were "drawn" by United Empire Loyalists who never settled on the land. On the 10th of June, 1801, Mrs. Grace McQueen, a daughter of one of these Loyalists living in the County of Grenville, obtained a Crown Patent for "Lot D in Concession C, and Lot D in Concession D;" comprising that extremely valuable section of the City of Ottawa bounded on the north by Laurier Avenue, on the east by the Rideau River, on the south by Gladstone Avenue, and on the west by Bronson Avenue. No effort was ever made to clear and cultivate this six hundred acres of densely wooded and swampy land, which was inherited by Mrs. McQueen's son William, and sold in 1832 to Lieutenant-Colonel John By,

for £1,200—the present value of the property being at least twenty millions of dollars.

On the 17th of May, 1802, Jacob Carman, son of an United Empire Loyalist, got a patent for “Lots A and B in Concessions C and D, save and except the portion near the junction of the Ottawa and Rideau Rivers marked Lot C; this being a Clergy Reserve”; property now bounded by the Ottawa River and Cathcart Street, the Rideau River, Rideau and Wellington Streets, and Bronson Avenue. For this six hundred acres of rocky, bushy, swampy wilderness Carman paid the princely sum of “Ten Pounds, Halifax Currency.” There is no evidence that he ever lived on the land. On the 1st of June 1812, it was sold to Thomas Fraser for “Twelve Pounds, Halifax Currency,” the deed being registered on the 15th of November, 1819. By probate of will, on the 13th of August, 1822, Thomas Fraser transferred the property to Colonel Hugh Fraser, of Three Rivers, Que., and on the 18th of June, 1823, Hugh Fraser sold it to the Earl of Dalhousie, for the Crown; the price paid being £750, and the date of registration the 4th of May, 1824.

In 1809 Robert Randall was granted a patent for Lot 40, and obtained a lease of Lot 39 at the Chaudiere Falls; the large tract of land now bounded by the Ottawa River, Bronson Avenue, Carling Avenue and Bayswater Avenue, but in 1821 the notorious “Family Compact” deprived him of this extremely valuable property for milling purposes. Somewhere about 1809 Jehiel Collins built a small store and dock near the foot of the canoe portage on the south side of the Chaudiere Falls. Later on he sold out to his clerk, Caleb T. Bellows, a native of Bellows Falls, Vermont, who built a larger wharf and married Collin’s sister. Previous to this, travellers on the Ottawa called this place “Nepean Point,” but from 1811 to 1818 it was generally known as “Bellow’s Landing.”

From 1818 until half a century later, it was known as "Richmond Landing," because the principal road from here ran to the Richmond Military Settlement, in Goulbourn Township. Everyone passed through "The Landing," and the settlers from Richmond and March came here to get their mail and meet their friends. Not until 1876 was the name of Nepean Point applied to the bold, rocky promontory, rising 110 feet above the Ottawa River some 600 yards north-west of the Chateau Laurier; where each day at noon a signal gun is fired for the regulation of watches and clocks.

Under Governor Simcoe's proclamation of 1792, Rice Honeywell of Prescott drew a considerable amount of land in Nepean, and gave his son Ira a thousand acres on condition that he settle on the land. In November, 1810, Ira chopped down four acres of timber on what is now known as "Lot 26, Concession 1, Ottawa Front," built a log house close to the bank of the Ottawa River, and returned to Prescott, where he married Charlotte Andrews. In February, 1811, Ira Honeywell and his wife, with their camp equipment and a few household effects on an ox-drawn sled, or "jumper," bravely set out through the bush, travelled by way of the "Putman Settlement" (eight miles above Merrickville), and came down the Rideau River to the Falls known as "The Hog's Back." From here Ira cut out a trail to their home, three miles above the Chaudiere Falls. Three years later their nearest neighbour was a man named Draper, who stayed less than a year. In the midst of the solitary forest, one might be inclined to pity Ira and his wife, but the world and its cares touched them not. Ira had won his Welsh bride, both knew that they *owned* their land and enjoyed the utmost freedom, and they felt that they were winning a decent living from what Thomas Carlyle so aptly describes as "the rugged all-nourishing earth." For both old and

young, the story of the early settlement of almost any timbered township possesses a fadeless charm—for the old, because it recalls the hardships and vicissitudes of the long-ago, when heroism and industry gradually made the forest disappear and caused the fertile soil to bring forth its increase; and for the young, because it affords an example of indomitable energy and self-reliance which acts as an incentive to emulation. The Honeywells were the first permanent settlers in the whole township of Nepean, and their son, John, was the first white child born there. John Honeywell's son was named after his great-grandfather, Rice Honeywell, and it is of interest to know that Ottawa's well-known barristers, Fred H. H. Honeywell and A. E. Honeywell, are great-grandsons of the first permanent settlers in Nepean.

In 1814 Roger Moore settled on "Lot 27, Concession 1, Ottawa Front," next the Honeywell's, and Abraham Dow took up "Lot M, in Concession C"; across the Rideau River from Bradish Billings, in the Township of Gloucester. In 1815 the Martins settled about a mile up the river from the Honeywell's, and one Chapman settled on the Goodwood, or Jock River. In 1816 Samuel and Marbel Dow settled near Abraham Dow, but emigrated to the United States in 1826. A considerable portion of the land held by the Dows was occupied by a great swamp, but when the Rideau Canal was built a portion of it was converted into what is now known as Dow's Lake.

In August, 1817, John Burrows Honey arrived from Montreal in the same batteau with his brother Henry, William Thompson and Lewis Williams. Shortly afterwards he built a house near the corner of Lyon and Vittoria Streets, in January, 1821, got a patent for the "south half of Lot C in Concession C," and in September, 1823, for the north half of the same lot—property now

bounded by Wellington and Rideau Streets, Waller Street, Laurier Avenue, and Bronson Avenue. A few months later he sold this land to Nicholas Sparks for £95—the deed being dated the 26th of June, 1826. For some reason or other, there is also a second deed, dated the 14th of July, 1830. The story runs that when Sparks fully realized how much wild swampy land he got in exchange for his hard-earned money, he actually shed tears. Be that as it may, a map drawn by Major G. A. Elliott shows that in 1824 he had cleared a considerable portion of it (between Bronson Avenue and Lyon Street), and lived in a log house at the south-east corner of Sparks and Bay Streets. Nicholas Sparks was a man of generous disposition and broad-mindedness, and fully deserved the prosperity that came to him as “Bytown” grew from a small straggling backwoods village to the prosperous city whose leading business thoroughfare perpetuates his name. In England John B. Honey’s violent Whigism proved so obnoxious to the equally violent Tories, then in power, that he decided to emigrate to Canada. Having qualified as a Provincial Land Surveyor, in September, 1826, he applied to Colonel By for employment on the Rideau Canal, but, fearing that his name would be recognized by the British Military authorities, he adopted his mother’s maiden name, and thereafter was known as John Burrows. In this connection it is of interest to note that on the 31st of January, 1821, his brother, Henry Burrows Honey, got a patent for “135 acres in the North half of Lot 5 in the Gore of Gloucester.”

William Thompson had three sons and six daughters, and settled on “Lot 29, Concession 1, Ottawa Front.” Lewis Williams, from Cardiff, Wales, had three sons and five daughters, and “squatted” on land near the corner of Wellington and Lyon Streets, but finding the soil too

stony, looked round for a more favourable location. "Lower Town" they found too swampy, and "Sandy Hill" they considered too sandy, so they went south and located on "Lot K, in Concession C"—now bounded by Centre Street, the Rideau River, Sunnyside Avenue and Bronson Avenue. Ten years later the Rideau Canal passed through this farm; one of Lewis Williams' grandsons being Frank Williams, of "Rideau Gardens." In 1818 George McConnell settled on Lot 28, Concession 1; and about the same time the Fairbairns settled on Lot L, Concession C—between the lots already taken up by Bradish Billings and Lewis Williams. In this year there were only ten families settled in the whole Township of Nepean.

In 1819 Ralph Smith built a house near Richmond Landing, and the first steamboat came up the Ottawa River to Hull; thus marking an era in the transportation of heavy cargoes. In this year also, Caleb T. Bellows still had his little store at Richmond Landing, and Isaac Firth had a tavern about a quarter of a mile west of him; at the north end of Booth Street. The sketch of a survey made in 1828 shows that the line between Lots 39 and 40 ran through the log house and kitchen built by Berry and Firth, and in the description we read "Isaac Firth is a son-in-law of Andrew Berry, and has been there for several years." Berry was a retired Royal Artilleryman who had served under Generals Brock and Glasgow, and is said to have been the first to establish a garden where the City of Ottawa now stands. John McTaggart says: "Isaac Firth was a Yorkshire lad who married a Scotch lassie, a milliner from Edinburgh who now makes the most beautiful otter caps for rummagers. At Point Nepean they have a hotel to refresh the weary wet raftsmen as they dabble up and down the river, and we hold our big nights

there with much hilarity; such as Hallowe'en and St. Andrew's night." In William Pittman Lett's "Recollections of Bytown" we read:

Isaac Firth, an old John Bull,
Of milk of human kindness full,
Of rotund form and smiling face,
Who kept an entertaining place
For travel-worn and weary fellows
Who landed where Caleb T. Bellows
Out on the Point his habitation
Built in a pleasant situation.

Between 1820 and 1822 Hugh Bell, John Davidson, George Sparks, Thomas Tierney and the O'Gradys settled in various parts of Nepean. An Ordnance map dated the 24th of June, 1824, shows that Grace F. Fraser held "Lots D & E in Concession C," and William Fraser "Lots D & E in Concession D"—that valuable tract of land now bounded by Laurier Avenue, the Rideau River, Gladstone Avenue, and Bronson Avenue. From the Patents Branch of the Department of Forests and Mines of Ontario it is learned that Lots F & G were granted to William Fraser—land now bounded by Gladstone Avenue, the Rideau River, Carling Avenue and Bronson Avenue.

The first wedding in Nepean was in the house of Roger Moore, where his brothers, David and Job Moore, married sisters by the name of Prentiss. The laws of Lower Canada did not recognize the validity of civil marriages, so one Le Roy, a Justice of the Peace, came all the way from the Long Sault to marry them. In February, 1822, John Torney and Isabella Hariett Foster were married at Richmond Landing. Torney was a son of John Alfred Torney, of Hull, and his wife a niece of John Scott, of Nepean. At the time there was no minister or missionary in Nepean, so the Rev. Amos Ansley, of Hull, performed the ceremony—probably at Isaac Firth's Inn.

SETTLERS IN GLOUCESTER

In 1792 Dr. Billings of Goschen, near Boston, came to Brockville. Somewhere about 1807, his son, Bradish, entered the employ of Philemon Wright. After three years' experience in getting out oak staves and square timber young Bradish decided to go into business for himself; his partners being William Blakeley, William Marr, Elkanah Stowell and another American. From Burritt's Rapids they brought their supplies down the Rideau River in a scow, managed by two men, whilst the rest drove a cow through the forest. Just above Long Island the scow was frozen in, so they had to portage their supplies to the scene of their lumbering operation, on what is now known as "Lot 17, Junction Gore," in the Township of Gloucester. Here they built a shanty, took out oak timber, and cleared about four acres of land. In November, 1812, Bradish Billings built himself a log house, ran his timber down to the Ottawa in the spring of 1813, burnt his cleared land clean, planted corn and went to Merrickville; where, on the 18th of October, he married Lamira Dow, who was born in Washington County, New York, and came to Canada with her parents in 1805. In the spring of 1813 the Rev. William Brown, a pioneer Methodist minister, had engaged this seventeen year old girl to teach for three months at \$7 per month and "board around." When she had fulfilled her contract, he coolly told her that the people had no money with which to pay her, but that if she would make out notes *payable in wheat*, for each of them to sign, he would have them deliver it in Brockville to a merchant there named Eastman, who would give her the money. Being a girl of enterprise and spirit, and not to be baulked or discouraged by ordinary difficulties, she made out the notes and took them round for signature, walked all the

way to Brockville, and presented them to Eastman, who *refused to cash them*, but said he would pay her *in goods* as soon as the wheat was delivered in Brockville. Nothing daunted, she returned to Merrickville, had the people gather up the wheat, took it to Brockville herself, and collected her account in this most exasperating round-about fashion. On the 28th of October Bradish Billings and his young wife reached the site of their new home, where there may still be seen a very large stone of peculiar shape which formed the back of their fireplace. For six years they were the only settlers in Gloucester, and their daughter, Sabra, was the first white child born there. Next year, whilst returning from Merrickville with Philemon Wright, the whole family had a narrow escape from drowning in the Hog's Back Rapids. Wright's canoe accidentally ran into the one in which Billings was paddling, threw him off his balance, and, to the horror of all, it was swept down the rapids. The coolness and great courage of Mrs. Billings, however, enabled her to cling to the tiny Sabra, and balance the frail bark whilst her husband steered it through the foaming waters and between and over great ledges of rock. Even the most expert Indian canoemen and raftsmen had never dared to run these rapids, so Bradish had to "paddle for dear life," whilst his wife baled the water from the rapidly sinking canoe as it came into a place of safety. Meantime, the horrified Philemon Wright had managed to get ashore, and madly dashed along the bank fully expecting to see the mangled corpses of his friends among the rocks; but, to his great joy, an over-ruling Providence had spared them from a watery grave.

In 1814 Bradish Billings erected the first frame building in the township—a barn still standing across the road from the church; the boards being sawn at Merrickville

and floated down the Rideau River in the form of a raft. In 1819 Captain Andrew Wilson, of the Royal Navy, James and Thomas Doxey, and the Ottersons settled in Gloucester, and in 1820 it was surveyed. In 1821 Captain William Smyth, Captain Weatherley, Henry Bradley, Daniel Burritt, Barbara Carman, Thomas Fraser, John Holden, Hugh McKenna, John McKindley, Richard McGinnis, John Smith and Frederick Stein got patents for land. Captain William Smyth was one of the leading men in public affairs; being District Councillor previous to 1850, Township Treasurer for many years, and one of the oldest Magistrates in the County of Carleton. About 1824 the Hollisters, Gideon Olmsted, Benjamin Rathwell (a local preacher), and, later, families by the name of Brush, Cunningham, Griffiths, McFadden, McKegg, Simpson, Spears, Thompson and Telford took up land.

In 1829, Bradish Billings, John Brush, John Cunningham, Thomas Doxey, Hugh McKenna, Captain William Smyth, and others subscribed for the building of a bridge across the Rideau River; for a time known as "The Farmers' Bridge," but now known as Billings' Bridge, at the south end of Bank Street. In 1832 the Township of Gloucester was organized, and several workers on the Rideau Canal took up land—some of the names being Blair, Blyth, Cuddy, Dunlop, Fenton, Findlay, Gamble, Johnston, Lee, Major, Moody and Skiffington. In 1834 Charles Cumming took up land on the Russell Road, but in 1836 bought a "squatter's claim" from John Scott, and called the place Cumming's Island. The first bridge built here (at the eastern end of Daly Avenue) consisted only of abutments with stringers laid on them. For several years the stringers were uncovered by either logs or planks, and steady nerves were required to walk across them; only one death from drowning being

recorded. For more than three-quarters of a century there have been excellent bridges at this point, where "The Montreal Highway" crosses the Rideau River.

THE RICHMOND MILITARY COLONY

Shortly after the fall of Quebec, the British Government adopted the policy of encouraging a system of military colonization by discharged and disbanded soldiers; many of the officers being retired on half-pay, to give prestige and popularity to the scheme. Along the north shore of the St. Lawrence River, and along Lakes Ontario and Erie, many flourishing settlements were thus formed, and at the close of the Revolutionary War of 1776, a further impetus was added by the influx of United Empire Loyalists and American-born subjects who espoused the Royal cause. After the wars of 1812-3, the overthrow of Napoleon in 1815, and the re-establishment of peace in Europe, the newest regiments were the first to be subjected to the process of reduction. Accordingly, in 1818, the 99th Regiment of Foot was disbanded at Quebec, and on the 28th of July a number of the officers and men, together with their families, set out to found a military settlement in the Township of Goulbourn; some twenty miles southwest of the Chaudiere Falls. Each family was supplied with free rations for a year, a camp-kettle, an axe, a broad-axe, a handsaw, two files, a hammer, a draw-knife, twelve pounds of nails in three sizes, twelve small panes of glass, a pound of putty, a bed-tick, a blanket, a spade, a shovel, a mattock, a pick-axe, a scythe and two scythe-stones. Each group of five families was furnished with a grindstone, a cross-cut saw, and a whip-saw; whilst the whole settlement was allowed two complete sets of carpenter's tools and two sets of blacksmith's tools. The Governor-in-chief at that time was the Duke

of Richmond, so the name selected for the new colony was that of Richmond.

From Quebec, the colonists came up the St. Lawrence River in small boats to Montreal, and thence in batteaux up the Ottawa River to Bellow's Landing, at the foot of the Chaudiere Falls. Here the women and children lived in roughly-built shacks whilst their soldier husbands and fathers exchanged the sword and the bayonet for the axe and the mattock, and performed the unaccustomed and laborious task of constructing a road through the bush to Brittania, past Bell's Corners, and up the Goodwood River to the foot of the rapids. The original name of this tributary of the Rideau River was Jaque or Jacques, but was changed by the colonists to Goodwood; a famous race-track in Sussex owned by the Duke of Richmond. About eighty years ago the original name was restored; with the English pronunciation and spelling of Jock. In the Provincial Archives, at Toronto, there may be seen a bill rendered by Joseph Fortune, D. & Pl. Surveyor, which reads, "28th of July to 4th of September, 1818. For exploring and laying out a road from the Grand or Ottawa River to the Township of Goulbourne and surveying the Village of Richmond in the Johnstown District—£186-15s.". The Richmond Military Settlement was the first group of permanent settlers in the present County of Carleton, and included Colonel George Thew Burke, (Secretary and Store-keeper), Major Samuel Ormsby (Commissary), ex-Surgeon Christopher Collis, Paymaster Herbert Whitemarsh, Captain George Lyon (Pension Agent), Captain Edward Sands Bradley, Captain Joseph Maxwell, Captains Lewis and Lett, Sergeant-Major Andrew Hill, Colour-Sergeants William McElroy and Andrew Spearman, Sergeants Cunningham, Dempsey, Dunbar, Fitzgerald, Mills, and Vaughan, and Privates Jonas Barry, James Bearman, Robert Boyle, Michael

Donohue, James Greene, Donald Mathieson, John McFadden and William McFadden. Other early residents were Rev. Father Macdonell (ex-chaplain of the Army), Rev. Mr. Glen (Presbyterian minister), Mr. Read and his successor Stephen Eynough (the first school-teachers sent out by the Home Government), Edward Malloch (a shoemaker "of uncommon pairts," one of whose sons represented Carleton County in Parliament for many years, whilst two others rose to positions on the Bench), Thomas Sproule (first Coroner of the District of Bathurst), Stephen Sergeant (who built Captain Lyon's mills), and Joseph Hinton (whose son Robert founded "Hintonburg," now a part of Dalhousie Ward, Ottawa). Still other settlers at Richmond were Robert Birtch, William Copeland, Hugh Falls (the Surveyor, whose inexhaustible stock of interesting and racy stories made him a great favourite wherever he went), Christopher Graham, David Harrison, William Leckey, Alexander McCausland, John McGuire, Christopher McKinstry, David McLaren, Robert McMullen, James Munce, William Pender, Samuel Stanley, John Withers, and families by the names of Dennison, Murray, Pollock and Walsh. Nearly all the houses were built of round elm logs, roofed with basswood "scoops" through which a huge stone chimney thrust its head. Many a lonely day was spent in these rough shelters, with the wolves howling madly around and the fiercest of them thrusting their noses against the window panes. Occasionally one managed to get on the roof; to the horror of the trembling mother and children, lest it should slip down the wide-throated chimney. During this first awful winter the extreme cold caused great suffering; William Dennison, and Mrs. Osborne being frozen to death.

The first white child born in Richmond was in the home of Sergeant Garrett Fitzgerald; and the first wedding

ceremony was performed in "The Duke of Richmond Arms," where the Rev. Michael Harris of Perth married John Dunbar and Jane Campbell, and, at the same time, Donald Mathieson and Elizabeth Birtch.

Colonel Burke was the first Representative elected in the old Johnstown District; being returned for the Parliament of 1821-5, and again for 1825-9. He was also the first Registrar of the County of Carleton; one of his great grandsons being George H. Wilson, who, for three years contributed many interesting and valuable historical articles to the *Ottawa Citizen*, and was largely responsible for the interest aroused in Ottawa's first centenary Celebration, held in August, 1926. Major Ormsby was one of the first Magistrates in the District of Bathurst, and Captain Lyon built the first grist and saw mill. Captain Lewis represented the County of Carleton in Parliament, and his son, John Bower Lewis, M.P., was Mayor of Bytown in 1848, and of Ottawa from 1855 to 1857. Captain Lett's sons were Andrew Lett and William Pittman Lett; the latter being Ottawa's City Clerk for many years—one of his sons, Norman H. H. Lett, now occupying that position, and another, Wm. P. Lett, that of Police Court Clerk. Sergeant-Major Hill established "The Masonic Arms," but soon changed the name to that of "The Duke of Richmond Arms." The first Masonic Lodge and the first Orange Lodge in the county were organized in the home of Colour-Sergeant McElroy, and the first Masonic funeral was that of Stephen Eynough. Colour-Sergeant Spearman was noted for having led "The Forlorn Hope," at the capture of Fort Erie, in 1814.

In August 1819, the Duke of Richmond journeyed over the proposed route of the Rideau Canal, from Kingston to Perth, and thence to Richmond, where he was given a most enthusiastic reception. Here he was stricken down by hydrophobia, contracted from the bite of a pet fox at

Sorel, Que. Next day the grief-stricken colonists conveyed his body to Richmond Landing; whence the journey to Montreal was made in batteaux. From there to Quebec the trip was made on the steamer *Malsham*, the mortal remains of His Grace being interred in the Cathedral Church there. Major G. A. Elliott's report of the 10th of July, 1824, shows that the Richmond Road was shockingly bad, even at that date. "The first bad spot is a low swamp, which, even in this dry season, is very bad, and is quite impassable in Spring; when the Ottawa rises so much as to overflow the neighbouring land and actually sets afloat the logs. This spot should be avoided by cutting a road from the projected village at Sleigh Bay (at the foot of the first eight locks) along the high land through Lot C and Lot 40, and thence through or close to the clearing commenced this year by Mr. Firth on Lot 39. This cut would join upon a cross-road (running south) already travelled upon to Mr. Billing's place, four miles up the Rideau River, and would pass over land well adapted to make a road. The first four miles from Richmond Landing, or "The Point," as the people call it, to Thompson's on Lot 29 (Westboro) is very much covered with rock and large stone, requiring to be blasted in many places. The causeways, though neither long nor frequent, require ditching and repairs. From Thompson's to Boyd's (Bell's Corners) is through country that is not so rocky, but with rather more causeways. At Boyd's the road takes a new direction (southward) and crosses Concessions V and VI (of Nepean) before crossing the Goulbourn Boundary; the total distance from Richmond Landing to Richmond being about twenty miles. The inhabitants have made every exertion to put it in order, and I have no hesitation in saying that any assistance that can consistently be given them will be well bestowed. To me, it appears that the sum of £200, if faithfully and

judiciously expended, would so improve this road as to enable a person leaving Richmond with a load to return to his family in a little more than half the time at present wasted upon it." Now that this historic road has become part of the Provincial Highway System over which motorists glide at the rate of thirty, forty or fifty miles an hour, it is hard to realize the discomfort and weariness endured by the early pioneers who were compelled to crawl along this twenty mile stretch of soggy, winding bush trail with ox-drawn vehicles.

SETTLERS IN MARCH

Between 1818 and 1820 a number of retired army and navy officers and discharged soldiers settled in what is now the Township of March; named after the Earl of March, a nephew of the Duke of Richmond. Many of these officers were well-to-do, and did not need to undergo the hardships of pioneering life; especially when it is pointed out that less than six thousand out of the twenty-eight thousand acres in the township are at all suitable for farming—the part between the Ottawa River and Constance Lake being a barren rocky waste. The earliest settlers appear to have been Captain John Benning Monk, of the 97th Regiment, Captain Robert Stephen of the 56th, Andrew Ansley, George S. Bellows, and Robert Sheriff. In June, 1819, some of those who joined the colony were Major-General Arthur Lloyd (who had seen service in India), Captain H. P. Cox of the 98th, Captain George Alexander Stevens of the 37th, Captain Landrell, Captain Benjamin Street (a brave and distinguished officer of the Royal Navy), Captain Andrew Wilson, Captain James D. Weatherley, Lieutenant Thomas Read (of the Royal Marines), Daniel Beatty, George Clark, George Edge (School-teacher), James Read, and Hamnett Kirkes Pinhey. In 1820 land patents were granted to

Thomas Acres, John Armstrong, Joseph Ashley, John Bouchier, Sarah Caddy, John Cook, Henry Edwards, John Gainsford, Lieutenant John Grierson, William Griffiths, William Hall, John Headly, Dennis Killean, John Lewis, Quarter-Master Edward Loggan, Samuel Milford, George Morgan, Robert Smith, Ferdinand William Richardson, Robert Smith, John Walls, Thomas Wiggins, and Alexander Workman. In 1821 patents were issued to James Armstrong, Thomas Bond, William English, Joshua Smith and Robert Smith; and in 1822 to Alexander Harper, William Hazelwood, Jacob Graham, John Jones, Robert Ingliss, Robert Maxwell, Thomas Morgan, Robert Ralph, Beecham Scharf and Enoch Scharf. A petition dated the 18th of December, 1822, shows that the following were also residents of March:—John Acres, Robert Armstrong, Alexander Beatty, Michael Beatty, Clements Bradley, Captain William B. Bradley, John Brennan, William Burk, Alexander J. Christie, Thomas Christie, James Clark, David Coons, Matthew Coons, John Gleason, Michael Gleason, Dean Jenkins, James Kelly, John Leathern, Francis Link, John McKay, Thomas Morgan, Benjamin Neale, Peter Owens, James Simpson, Joseph Simpson, Sr., Ensign Joseph Simpson, William Simpson, Benjamin Jonathan Street, John G. Street and Robert Turner.

The first white child born in the Township of March was Patrick Killean, whose father, Dennis Killean, was in Captain Monk's employ, and the second was Benning Monk. During rainstorms a large tea-tray was suspended above the cradle of Benning Monk to prevent the drip from the scoop roof falling upon him. In Captain's Monk family there were ten children, and amongst their numerous descendants there are several prominent Ottawa citizens.

Captain Andrew Wilson was the author of three octavo volumes on naval history fraught with tactics and sea affairs, was a first-rate farmer, a profound lawyer, and held weekly courts at Bytown. Captain Street began his career as a midshipman under Earl Howe, and his son, John G. Street, built the first log schoolhouse and paid the teacher for the first two years. Hamnett Kirkes Pinhey had been a grocer and broker in England, during the Napoleonic War sailed a little ship between England and the Continent, ran the blockade of the French ships on the Dutch coast and carried private despatches to the King of Prussia, for which he was publicly thanked and voted a sum of money. His ability, energy and enterprise were above the average, and he possessed a rare combination of qualities which made him a leader in the community. He built the first grist and saw mills, erected the first stone church, and was private banker for the colony. Creeks at the higher levels were directed into a mill pond, from which a flume led to a large overshot wheel which ran both a saw and a set of French burr stones. For some years he was Warden of the District of Dalhousie. His son, Charles H. Pinhey, was Postmaster of Ottawa for a time, and then became senior partner of the legal firm of Pinhey, Christie and Hill; whilst one of his daughters married Dr. Hamnett Hill—one of their sons being Ottawa's well-known lawyer and historian, Hamnett Pinhey Hill.

In 1826 a number of the half-pay officers and others in March memorialized the British Admiralty regarding the advisability of establishing and maintaining a Naval Training School on the Great Lakes; the prime movers being Captain Benjamin Street, Captain Weatherley, and Lieutenants Daniel Baird, James Grierson and John Grierson.

THE ST. LAWRENCE AND OTTAWA CANALS

PREVIOUS to the building of railways in Canada, the St. Lawrence River and its tributaries were the only means of communication between the Atlantic seaboard and the interior; practically all travel being in birch-bark canoes, which were carried around the rapids and waterfalls encountered. Then came *batteaux* and Durham boats for the transportation of freight, but the cost of carrying or carting it past the obstructions to navigation and of reloading it into boats made the cost prohibitive for bulky and low-priced goods. To move this class of freight in ever-increasing volume, it therefore became necessary to build canals for the passage of larger and larger vessels past the rapids hindering their progress.

In 1535, Jacques Cartier ascended the St. Lawrence as far as the Lachine Rapids, but was unable to get up them. Six years later, with a single launch manned by double the ordinary crew of oarsmen, he made a second attempt, but failed again; so he proceeded by land. The Indians he met told him of more rapids in the distance, so he retraced his steps. In 1603 Champlain and Dupont Grave, after three miles of hard rowing, reached the foot of the Lachine Rapids and proceeded by land along the north shore about three miles before giving up their attempt to get to the head of the rapids. About a century and a half later it was proposed to utilize the St. Pierre River for the construction of a canal for *batteaux*, between Montreal and the settlement at Lachine, but the colonists were too poor to undertake the work. A *batteau* was a flat-bottomed boat about thirty feet long, square at stem

and stern, had high bows and sloping sides, was fitted with a movable mast and square sail, and was operated by a crew of five or six men who used poles and "tracking-lines" to get up the rapids. At a later date "Durham boats" were used on the St. Lawrence and Ottawa Rivers. These were much larger than batteaux, had a round bow and square stem, a stationary mast carried a main-, jib-, and top-sail, there was a slip-keel to prevent drifting, and a long rudder was used for steering.

In 1779, Captain Twiss, of the Royal Engineers, superintended the construction of locks at the Fauceille Rapids, Trou du Moulin, Split Rock and Coteau du Lac, and in 1800 Colonel Gotheb Mann recommended the enlargement of them; completed in 1805. In 1815 the Legislature of Lower Canada voted the sum of £25,000 for further improvements, and Captain Samuel Romilly was asked to report on the project. In 1819 a Joint Stock Company of Montreal people began the construction of six locks along the south shore of the Island of Montreal, but soon failed; so, on the 17th of July, 1821, the British Government undertook the work. Thomas Barrett was the engineer in charge, the contractors were Bagg & White, Mackay and Redpath, and Phillips & White, and the canal was opened in 1824. The locks were 100 feet long, 20 feet wide, and there was $4\frac{1}{2}$ feet of water on the sills. In 1828 it was decided to build larger locks, since which time many improvements have been made, the present Lachine Canal being $8\frac{1}{2}$ miles long, with an average width of 150 feet, and a total rise of 45 feet in five locks, each 270 feet long, 45 feet wide, and with 14 feet of water on the sills.

At Beauharnois a rise of 82 feet had to be overcome in a distance of eleven miles; the work being commenced by John B. Mills in 1842 and finished in 1845—each of its nine locks being 200 x 45 feet, and having nine feet of water on the sills. Between 1891 and 1899 this canal was

replaced by the Soulanges Canal, which is 14 miles long and overcomes a total rise of 84 feet in the Cedar, Cascade, and Coteau Rapids; there being four lift locks and one guard lock—each 280 feet long, 45 feet wide, and with 15 feet of water on the sills.

Between 1834 and 1842 a canal $11\frac{1}{4}$ miles long was built at Cornwall, to overcome a rise of 48 feet in the Long Sault. Forty years later it was enlarged; the new cut and two new locks being placed south of the town. Between 1894 and 1903 a second enlargement was made; the six lift locks and guard lock being of the same size as those at Lachine. Along the Lachine, Soulanges and Cornwall Canals, the lock gates are opened and closed by electric motors, and at night the whole route is lighted by electricity.

Five miles above Cornwall is Farran's Point, where a rise of $3\frac{1}{2}$ feet was overcome by a nine-foot canal built in 1847. Between 1897 and 1902 it was replaced by a canal $11\frac{1}{2}$ miles long, with a "flotilla" lock 800 feet long and 45 feet wide. Descending vessels run the rapids at this point with ease and safety. Ten miles above Farran's Point is the Town of Morrisburg, where a rise of eleven feet in the *Rapide Plat* is overcome in a distance of about four miles. Between 1844 and 1847 a nine foot canal was built here, in 1884 it was deepened to 14 feet, and in 1904 a new lock and guard lock were completed, each 270 feet long and 45 feet wide. Many passenger boats can get up this rapid, but the slower ones have to use the canal between Morrisburg and Flagg's Bay. Four and a half miles west of here there is a pair of united canals seven and a half miles long, to overcome a rise of 16 feet in the Iroquois and Galops Rapids. In 1847 a nine foot canal was built, in 1888 a new lift lock and guard lock were built and in 1902 a flotilla lock 800 feet long was completed.

In the 165 miles of waterway between Montreal and Kingston, the total rise of 241 feet is now overcome by 21 locks and 2 guard locks, accommodating vessels drawing fourteen feet of water. Between Lakes Ontario and Erie a rise of 326 feet is overcome in the Welland Canal, and at Sault Ste. Marie the American and Canadian locks raise vessels 18 feet, from the level of Lake Huron to that of Lakes Superior and Michigan. Including the blasting and dredging of ship channels, the total cost of these canals has been approximately \$150,000,000. From the north end of the Strait of Belle Isle to Duluth, the St. Lawrence River and the Great Lakes form a magnificent waterway extending a distance of 2,340 miles, and reaching into the very heart of a continent. From the time of the earliest fur traders with their flotillas of birch-bark canoes loaded with furs from the far north and west of the interior to the present day of huge steamers deep-laden with grain from the prairies, this wonderful waterway has been the avenue of civilization and the main artery of commerce.

THE OTTAWA CANALS

At the close of the wars of 1812-4, the British Government discussed the advisability of building "a canal from the Ottawa River to some point on Georgian Bay, in Lake Huron." and another one "from a point below the Great Chaudiere Falls, in the Ottawa River, to Lake Ontario." The first of these canals was designed to serve as a highway between Montreal and the Upper Lakes, and the second to furnish "inland communication with Lake Ontario, because of the liability to sudden interruption from Ogdensburg, on the St. Lawrence River."

About 1915 a wooden lock was built at Vaudreuil, to overcome the Ste. Anne Rapids, and Durham boats began to ascend the Ottawa River as far as Point Fortune. In

1816 the St. Andrew's Steam Forwarding Company built a wooden lock between Ile Perrot and the mainland of Quebec, but allowed only their own vessels to pass through it. All others had to be "wound up" the channel by means of a windlass placed on a pier a short distance above the rapids at Vaudreuil, but at a later date Captain R. W. Sheppard found a navigable channel through the rapids and broke up the monopoly. Up to 1825 all freight moving west from Montreal was taken to Lachine in carts, and then loaded on Durham boats operating on the St. Lawrence and Ottawa Rivers. On the Ottawa carts were again used for the twelve miles between St. Andrews and the head of the Long Sault, at Grenville; the rest of the trip being made by water to the Chaudiere Falls.

In 1818, Captain J. F. Mann, of the Royal Engineers, made a careful examination of the Ottawa River, and recommended the construction of canals at the Carillon Rapids, Chute à Blondeau and Grenville. The Ste. Anne Rapids were not embraced in this scheme of military canals because small boats could get up them during high water; so a dam and lock were not built there until 1843. At the Carillon Rapids there was a rise of $8\frac{1}{2}$ feet. In 1827 Major Henry du Vernet, of the Royal Engineers, drew up plans for a canal which climbed $21\frac{1}{2}$ feet over a rocky bluff at this point and then descended 13 feet to the level of the Ottawa; the three locks required being 128 feet long, $32\frac{1}{2}$ feet wide, and having $5\frac{1}{2}$ feet of water on the sills. About three and a half miles further up stream a bar of rock running diagonally across the bed of the Ottawa formed the Chute à Blondeau, where a rise of $31\frac{1}{2}$ feet was overcome by a lock and a canal about one-sixth of a mile long. Since then a dam built at Carillon has raised the water level nine feet and drowned out the Chute à Blondeau, and three locks (each $200 \times 45 \times 9$ feet) give a rise of sixteen feet. About a mile and a half above

the Chute à Blondeau is the foot of the Long Sault where a rise of 44 feet has to be overcome in five and three-quarter miles. Between 1819 and 1828 the Imperial Government built a canal here, but the seven locks were not of the same size; the smallest being only $96 \times 19 \times 4\frac{1}{2}$ feet. Since then this canal has been enlarged to the scale of the Ottawa and Champlain route, and the number of locks reduced to five. In 1857 Sykes & De Berg built a thirteen mile stretch of railway from Carillon to Grenville, which was acquired in 1859 by the Ottawa River Navigation Company. Freight by boat from Montreal was transferred to this railway at Carillon, and at Grenville was placed on boats running from there to Ottawa and Hull.

PROPOSED GEORGIAN BAY SHIP CANAL

In 1838, William Hawkins, a Provincial Land Surveyor of Toronto, advocated the establishment of water communication between Bytown and Lake Huron. In a total distance of 273 miles, he estimated that 237 miles are already navigable; probably for vessels drawing five feet of water. A careful study of the map shows that the direction of this route is almost due west; at no point departing more than forty miles from the 46th parallel of north latitude.

In an address of welcome forwarded to Lord Sydenham on the 22nd of October, 1839, the importance of this route was strongly urged, and in the *Bytown Gazette* of May 13th, 1841, we read, "Colonel Oldfield, of the Royal Engineers, left with Sir George Simpson, Governor of the Hudson Bay Company, to go as far as Lake Nippissingue, with the view of ascertaining the practicability of connecting these waters with the Ottawa." . . . "This is the route followed for years by the French Furriers, when they engaged in that traffic, and since by the Hudson Bay and

North-West Canoes.” In 1855, the Ottawa City Council presented a strong petition to the Government, asking it to undertake the canalization of this great river. The geological record shows that in Pleistocene times, a great waterway existed between the Great Lakes and the Atlantic Ocean; by way of the French River, Lake Nipissing, the Mattawa and Ottawa Rivers, and the lower St. Lawrence. For many centuries now, the beaches and strands along this ancient waterway have guided aborigines and voyageurs, and still point to the natural course for the construction of a great Ship Canal.

In 1901, J. W. Fraser made a careful survey of the French River, and reported on the probable cost of a 22 foot canal. In 1904 the Dominion Parliament voted \$250,000 for the purpose of making a thorough study of the practicability of constructing the Ottawa and Georgian Bay Ship Canal, and in 1908 the Public Works Department published an exhaustive report on the project of a channel 300 feet wide for vessels drawing 22 feet of water. The ascent from Montreal can be made either by way of the Lachine Canal, or a branch of the Ottawa flowing north of the Island of Montreal. The Ottawa is then followed to Mattawa; whence the route is up the Mattawa River to Talon Lake, through Turtle and Trout Lakes, across Lake Nipissing, down the French River nearly to the foot of Eighteen Mile Island, across to the Pickerel River (parallel to the French), and down the Pickerel to Georgian Bay. In a total distance of 440 miles, 332 miles are through rivers and lakes not requiring any improvement, 80 miles require dredging or excavation, and only 28 miles would be purely artificial waterway.

SOME EARLY STEAMBOATS

In 1787 John Fitch, a mechanical genius of Connecticut, built a tiny steamboat in which he navigated the Delaware

River. In 1807 Robert Fulton built the *Clermont*, equipped with a Boulton & Watt engine made in Birmingham, England, and established a regular service on the Hudson River, between New York and Albany. In 1809 John Molson, of Montreal, built the *Accommodation*, which was 81 feet long, 16 feet in the beam, was propelled by a six horse-power engine made by Boulton and Watt, and accommodated twenty passengers. On her maiden trip, this pioneer steamboat of the St. Lawrence River proceeded to Quebec at the astonishing rate of four miles per hour! In 1811 Molson built the *Swiftsure*, which was 120 feet long, 24 feet in the beam, and was equipped with a thirty horse-power engine. Then followed the *Malsham*, *Lady Sherbrooke*, and *John Molson*, which were used during the War of 1812 to transport troops and supplies from Quebec to Montreal. Between 1813 and 1818 the St. Lawrence Steamboat Company put on the *Car of Commerce*, *Waterloo*, *John Bull*, and three other steamers, and in 1823 a Towboat Company was formed. These early steamboats had the engine placed in the centre of the hull, burned wood under the boiler (which was placed a little forward), used a "walking-beam" to rotate paddle wheels at the sides, and used a bell instead of a whistle to give signals.

In 1819 Philemon Wright of Hull, built the *Union of the Ottawa*, which Bouchette describes as "measuring 125 feet on the deck, by 23 feet beam, drawing but little water, carrying 150 tons, and propelled by a 28 horse-power engine." . . . "Whether we consider the infancy of the concern or the cheapness of the price, the accommodation and fare are as good as can reasonably be expected. For cabin passengers the fare (between Hull and Grenville) is twenty shillings; deck passengers, five shillings; goods and merchandise 23s. 4d." Although this boat was ugly in appearance and took 24 hours to cover

her sixty mile trip, she marked an era in the history of the Ottawa settlements and contributed materially to their acceleration.

In 1826 the Durham boats between Lachine and Carillon were replaced by the *King William*; in 1827 the *St. Andrew* appeared on the Ottawa, and in 1828 the *Shannon*. A few years later the *Oldfield* (owned by Sir George Simpson)—carried passengers and freight between Montreal and Carillon. From there to Grenville there was a stage line connecting with the boats running to Hull. One of these was the *Albion*, with a ninety foot keel and propelled by two heavy marine side-lever engines built by Boulton & Watt. In 1830 the *Royal William* was built at Quebec and, in August 1833, was the first vessel to cross the Atlantic wholly under steam. In 1833 Captain William Grant, who had been on the *Union of the Ottawa*, built the *Lady Colbourne*, which ran between Aylmer and Fitzroy Harbour, was fitted with a 32 horse-power engine and made about eight miles an hour. In 1834 a stern-wheel boat called the *Nonesuch* was built at Hull, and ran to Carillon two or three seasons before being abandoned. In 1836 the *George Buchanan* was built at Arnprior, and for a number of years plied the waters of Chats Lake. In 1846 John Egan and Joseph Aumond contracted with the Molsons for steamers to ply on Lake Deschenes and on Chats Lake; the *Emerald* being the first iron steamer launched on the Ottawa, and the *Oregon* being placed on Chats Lake.

During the "early fifties" the manufacture of sawn lumber at the Chaudiere Falls gave a great impetus to the use of steamers for towing lumber-barges to Montreal; whence, by way of Whitehall, they went to New York. About this time R. W. Sheppard and H. W. Shepherd bought out the rights of the Hudson Bay Company on the lower Ottawa, extended operations to the upper

Ottawa, and formed the Ottawa Navigation Company. One of their first steamers was the *Speed*, built at the Hull shipyard, and rebuilt about 1848 to form the *Phoenix*. In 1862 the *Phoenix* was dismantled and her engines went into the *Alexander*; still running between Belleville and Montreal.

In 1867, Sincennes & McNaughton went extensively into the forwarding business between Ottawa and Montreal, Quebec, Lake Champlain, Troy and Albany, and soon had a fleet of seven steamers and thirty barges. As the size of the barges increased the side-wheel steamers were gradually displaced by powerful tug-boats, and by 1910 Captain Dennis Murphy had a fleet of six tugs and eighty barges, handling approximately half a million tons of freight each season; 80% of which was sawn lumber from mills at the Chaudiere Falls and below them.

From 1863 to 1873 the *Queen Victoria*, a speedy boat, 160 feet in length, plied the waters of the Ottawa. In 1873 the *Peerless* was built on the site of the Ottawa Rowing Club's boathouse, and for twelve years was the finest boat that ever ran on either the upper or the lower Ottawa. She was 210 feet long, measured 35 feet in the beam, frequently carried 1,100 passengers, and was the first boat on the Ottawa to be lighted by electricity. In 1885 she was burned to the water's edge at Montebello. Later on her hull was shortened to 180 feet, and she was rebuilt to form the *Empress*, which in 1907 was sold to Senator Owen's Company, and now plies the lower Ottawa between Hudson and Montreal.

THE RIDEAU CANAL

FOR the purpose of exploring the country between the Ottawa River and Lake Ontario, Lieutenant French, with seven fellow soldiers, two Canadians and an Indian guide, left Carillon on the 29th of September, 1783, and on the 2nd of October reached the "River du Rideau." Here a mile portage was made, and next day the party reached "a small rapid river from the north-west;" doubtless the Goodwood or Jock, which enters the Rideau near the Long Island locks. In his report, French says, "From the mouth of the Redo to its head, a distance of at least eighty miles, the lands are good on both sides, and may be all cultivated, excepting a few swamps and stony ridges, but from our entrance to the River Gananbucoi (Gananoque) to its fall into the St. Lawrence we did not discover much good land."

As early as 1790, plans and estimates were submitted to the Imperial Government for the construction of a military canal between Lake Ontario and the Ottawa River, but the troubled state of Europe, the inability of England to undertake the work, and the poverty of the colony forbade the beginning of so great an enterprise. Then came the Wars of 1812-3-4, which clearly demonstrated the advantage of having interior communication between Montreal and Kingston, instead of being exposed to attack on the St. Lawrence; so, in 1815, Colonel Nicholls, commanding the Royal Engineers in Canada, was instructed to secure definite information regarding the feasibility of the scheme. Early in 1816, Captain

Joshua Jebb made the first survey between Kingston and the Chaudiere Falls; his report reflecting great credit upon his ability as an engineer and as a topographical surveyor.

In 1819 improvement work was begun on the Ottawa River at Carillon, and soon afterwards the Duke of Wellington appointed a commission to fully inquire into the matter of "constructing a canal from some point near the Chaudiere Falls on the Ottawa to Lake Ontario." This commission was headed by Major-General Sir James Carmichael Smyth; the other members being John Macauley, Charles Jones, James Gordon and Robert Nichol. From the military settlements at Richmond, March, Perth and Lanark there came a strong demand for roads and the improvement of water communications; so, in 1821, the Government of Upper Canada was forced to take action. In 1822 three exploring parties traversed the country between Lake Ontario and the Ottawa River. One party started at Belleville and came out at Pembroke. Of the two parties starting at Kingston, one came out at Hawkesbury and the other at the Chaudiere Falls. On the 12th of June 1823, Samuel Clowes, C.E., set out from Kingston to make a preliminary survey of what appeared to be the best of these three routes. Going up the Cataraqui River, he passed through a chain of lakes in the northern parts of the Counties of Frontenac and Leeds, but, on the 15th of November, severe weather stopped him at the Rideau Lakes. In the Spring of 1824 he completed his survey; rejected the proposal to carry the canal from the eastern end of Rideau Lake up Cockburn Creek, across to Lake Mississippi and down the Mississippi River to the Ottawa River at Fitzroy Harbour, and advised going through Smiths Falls and "down the Rideau River to some feasible point below the Chaudiere Falls." At the earnest solicitation of the Honourable William Morris of Perth, the Legislature of Upper

Canada offered financial assistance if the Imperial Government would undertake the work, but shortly afterwards withdrew its offer; on the ground that the St. Lawrence route would best serve the commercial interests of the two provinces.

On the 18th of June, 1823, the Earl of Dalhousie took an active part in forwarding the Rideau Canal project, when he purchased from Hugh Fraser, the property now bounded by the Ottawa River and Cathcart Street, the Rideau River, Rideau and Wellington Streets and Bronson Avenue, "as a proper place for a Depot for such Stores as may hereafter be transported through the country by this route. Had I waited for the necessary reference to England, there is every reason to apprehend that the same advantage might have been taken of Government as was attempted by the Proprietor of Richmond Landing; a spot first selected for this purpose, but which the unreasonable demand of the owner induced me to reject. The Depot now selected will be indispensable whenever the contemplated canal communication is established, so I hope that their Lordships will approve of my motives in this instance without previous approbation."

In 1825 the Clowes' reports were referred to a Joint Commission of the Provincial Legislatures of Upper and Lower Canada, which recommended the construction of a canal five feet deep, 48 feet wide at the top and 22 at the bottom. During this same year a commission of the Royal Engineers came out from England to study plans for the Welland, Ottawa and Rideau Canal systems upon the same scale as the Lachine Canal; the commissioners being Major-General Sir James Carmichael Smyth, Major Sir George Charles Hoste, and Captain John B. Harris. On the 9th of September, they reported to the Duke of Wellington that "This Fall (Rideau)

may be easily turned and the mouth of the proposed Canal be made to enter by a small Bay a few hundred yards lower down the Ottawa." The "Iron Duke" was favourably impressed by the report of the commissioners, the Imperial Government approved, and Lieutenant-Colonel John By, of the Royal Engineers, was placed in charge of the work. On the 16th of June 1826, Major Elliott, A.D.C., to the Earl of Dalhousie, wrote Captain George Thew Burke, of the Richmond Settlement, "I saw Colonel By on his way through this place (Quebec), and gave him all the information in my power, and with it my printed copy of Clowes survey. Colonel By told me that he was not at all limited as to the sum to be expended, and that he hoped the work would be finished in five years." After going carefully over the whole route, Colonel By decided to terminate the canal at Kingston instead of a bay three miles west of it, abandoned the Clowes plan of making extensive excavations with a small canal prism, and boldly proposed to reduce the amount of excavation to a minimum by building dams and waste weirs at points where they would create long stretches of navigable water.

BURROWS AND BURROWES

It is a curious fact that there was both a Burrows and a Burrowes on Colonel By's staff, and it is now proposed to clear up the confusion that has long existed regarding them.

John Burrows was born at Plymouth, England, on the 1st of May, 1789, came to Canada in 1817, built a house near the corner of Vittoria and Lyon Street, in 1819 moved across the Ottawa River to Hull, in 1821 and 1823 got patents for land which he sold to Nicholas Sparks, and was on the staff of the Royal Engineers from 1826 to 1848. One of his sons, Henry Joel Burrows,



Water-colour by Thomas Burrowes

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NORTH ENTRANCE OF THE RIDEAU CANAL
SKETCHED IN 1845, FROM THE ROYAL ENGINEERS' OFFICE, BYTOWN



Sketched in 1845 by Thomas Burrowes

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THE "HOG'S BACK" DAM
SHOWING BREACH IN STONE-WORK IN 1830

was born on the 26th of August 1818, and married Sarah Ann Sparks, daughter of George Sparks, who came to Canada in 1824. For several years their son, Theodore Arthur Burrows, was one of the leading lumbermen in Manitoba, from 1892 to 1908 represented the Constituency of Dauphin in the Provincial and Dominion Parliaments, and is now Lieutenant-Governor of the Province of Manitoba; his sisters being the late Lady Sifton and Mrs. Maria Chubbock, of Ottawa. Other sons of John Burrows were George Burrows who for many years lived in Dundas, Ontario, and his half-brother Philip Palmer Burrows, M.D., of Lindsay, Ont.

Thomas Burrowes was born in Worcester, Worcestershire, England, on the 27th of October, 1796, came to Kingston with the Royal Sappers and Miners in June, 1818, and on the 27th of August, 1819, married Grace Rodgers of Kingston. Their eldest son, Thomas George, was born on the 28th of July, 1820, and their second son, Samuel William, at Isle aux Noix (at the north end of Lake Champlain), on the 12th of June, 1822. In September they returned to England, where their third son was born; this son losing his life at the battle of Chata-nooga, Tennessee. In 1826 Colonel Durnford recommended Thomas Burrowes for a position on Colonel By's staff. Leaving his family in Montreal for a time, he arrived at Hull on the 23rd of September, and eight weeks later sent word for his wife and children to join him. On the 22nd of November they entered a small log house which Colonel By had prepared for them, and on the 25th their fourth son was born. Being the first white child born in what was then known as "The Rideau and Ottawa Canal District," Colonel By asked the parents to give the child his name and presented him with a deed of "Lot E in Rideau Street"; at the northwest corner of Rideau and Mosgrove Streets, where the A. J. Freiman

Departmental Store now stands. Accordingly, the child was called John By Burrowes, and in the family Bible the following entry occurs: "4. John By Burrowes, born on the 25th of September, 1826; died at Bytown 27th of June, 1827. The first white child born in Bytown, and the first buried on that side of the River; by especial permission of Lieut.-Col. John By, Royal Eng'rs." Sixteen years later Thomas Burrowes wrote Dr. A. J. Christie: "I wish to tell you of a circumstance connected with the interment of my infant son. The spot chosen was on Sandy Hill, and was selected by John McTaggart and Self. After traversing the ground—then in a state of wilderness—poor McT. arrived at a healthy young beech, somewhat more than a sapling but not yet a tree. McT. was deeply affected, and while his eyes filled with ill-suppressed tears, said to me: 'Here, Tam, we'll just lay the poor wee King's head aneath this fine young tree.' Poor ill-fated tree, a true type of the Babe—not more than five or six months afterwards, some barbarous hand cut thee down."

Some time after the death of his first wife, Thomas Burrowes married Margaret Morrison, and for over thirty years lived at Kingston Mills, where one son and six daughters were born to them. The eldest daughter, Elizabeth, married the Rev. Walter Ross, M.A., of Carleton Place, their eldest son being the author of this early history of Ottawa, and their second son the late Thomas Burrowes Ross, of Winnipeg, Manitoba.

THE FIRST EIGHT LOCKS

The proposed plan of placing the entrance locks in the small gully now known as "the waterworks tail-race," and carrying the canal across the swampy land between there and the Rideau River was abandoned because of the exorbitant price asked by Captain Le Breton and

Judge Sherwood. The proposal to place them in what is now known as "Governor's Bay" (about 600 yards below the Rideau Falls) was also given up; partly because of the purchase price demanded by Dr. Munro, and partly because of the high cost of so much rock excavation. In the field notes of Thomas Burrowes we read: "On the 21st of September, 1826, Sleigh's Bay (later known as Entrance Bay) was chosen as the most suitable place to begin construction. Accordingly, the first eight locks were placed in the Entrance Valley leading up to an extensive Beaver Meadow of about twelve acres, where a beautiful Basin, or Lay By, may be constructed. In a distance of 1,090 feet there is a rise of 82 feet above the Ottawa River." A contractor named Pennyfather, undertook the work of excavation, and was greatly hindered by springs; so it was not long before Thomas MacKay (who helped build the first Lachine Canal) took the work over. The original estimate provided for wooden locks 100 feet long and 20 feet wide (suitable for Durham boats and other small craft), but Colonel By urged the construction of stone locks 150 feet long and 50 feet wide; because they would stand the test of time and permit the passage of good-sized steamboats and barges. For these proposed locks, the notes of Thomas Burrowes read: "The Arches are to have a Chord of 50 feet, a Versed-sine of 3 feet, an Arc of 50.47 feet, and a thickness of 2 feet. The walls are to be 5 feet thick at the top and 8 feet thick at the bottom."

On the 9th of July, 1827, Colonel By wrote: "I regret to say that the Right Honourable, the Master General and Honourable Board of Ordnance, have decided that the locks at the Rideau Canal shall not be larger than those of the Lachine Canal; for Nature seems to have formed this water communication for vessels to navigate the Lakes of Ontario and Erie." Fortunately for Colonel

By's plans, the Marquis of Anglesey (Master General of the Ordnance Board) referred the matter of the size of the locks and the material to be used in their construction to the honourable William Huskisson, Colonial Secretary, who agreed with Colonel By, and sent out Colonels Fanshawe and Lewis to confer with Sir James Kempt, Governor-in-chief of the Canadas, and instructed them to "personally examine and consider the route and plans." In June, 1828, they recommended that "the locks should be built of stone, should be large enough to pass steam-boats 30 feet wide over the paddle-boxes, and spars 108 feet long; besides ample space for working the gates." After further controversy, it was finally decided that each lock should be 134 feet long, 33 feet wide, and have $5\frac{1}{2}$ feet of water on the sills.

On the 29th of September 1826, the Earl of Dalhousie turned the first sod for the construction of the lowest lock, and on the 16th of August 1827, Sir John Franklin, the famous Arctic explorer, laid the foundation stone of the third lock with masonic honours. Between 1819 and 1827 Sir John added 1,200 miles to the North American coast line; one third of the whole distance from the Atlantic to the Pacific. In 1845 he headed an expedition of 129 carefully chosen officers and men (on his Majesty's Ships *Terror* and *Erebus*), and, on the 11th of June 1847, perished in his attempt to find a way through the "North-West Passage" to the Pacific Ocean. To celebrate the completion of the first eight locks, in 1830, Colonel By gave a great banquet and ball, at which "An ox, properly prepared and roasted whole, was fixed in a standing posture. The guests then proceeded to study its anatomy in a very practical manner, after which singing and dancing completed the celebration."

In March 1827, the 7th and 15th Companies of the Royal Sappers and Miners were sent out from England,

and arrived in June. On "The Flats," near Richmond Landing, they lived in tents and roughly-built shacks in the woods until a stone barrack on the eastern slope of the future Parliament Hill was ready for the 15th Company. In 1828 a similar barrack was built for the 7th Company, and there were also the Officers' Quarters, Hospital, and other buildings on "Barrack Hill." The officers were Captain James Conway Victor and Henry John Savage, with Captain Pennel Cole and Captain Gale attached; whilst the Lieutenants were Briscoe, Burgmann, Benjamin, Dennison, Frome and Simon. Captain Savage and George Burgmann subsequently attained the rank of Major-General, whilst Lieut. W. T. Dennison was knighted Sir William Dennison in 1846, was appointed Governor of Van Dieman's Land, and later on was Governor of Madras.

The notes of Thomas Burrowes throw interesting sidelights upon the factors which determined the course of the Rideau Canal from the Ottawa River to the Hog's Back, in the Rideau River. "During the winter of 1827-8 and in March 1829, I was employed to make a survey of the whole Canal Route from the Ottawa River to Black Rapids, and scaled the Canal Route and Rideau River carefully, a distance of about nine miles; also the Ottawa River from Lots 39 and 40 downwards for about 9 miles to Green's (Island); and of the lower part of the River Gatineau to the first rapids, about $3\frac{1}{2}$ miles; and of Ordnance Lands." This map is in the author's possession, is drawn to a scale of 600 feet to the inch, and shows that the original plan was to have a small Basin, or Reservoir, between the fourth and fifth locks. As the work progressed this plan was abandoned, and a four acre Lay By was constructed about 250 yards south-east of the upper lock. Another Burrowes memorandum reads, "In the latter part of September 1826, the land of Mr. Sparks

through which the Canal had to be made, was in a state of nature. The Swamp, generally called the Beaver Meadow, at the head of the Entrance Valley, afforded much facility for forming the proposed works, and was selected as a proper site for a Basin, or Reservoir, at the head of the projected Eight Locks. In October 1826, the elevations of this Swamp, and other Levels required for the Works, were ascertained by Mr. John McTaggart, Clerk of Works; Mr. John Burrows, a Provincial Surveyor in the employ of Lieut.-Col. By; and myself, as Assistant Overseer of Works. In the Spring of 1827, extensive drains were cut through a part of Mr. Sparks' Land and the Ordnance Lands adjoining, for the purpose of draining said Land, so as to enable us to make the necessary excavations for the Canal. These drains were subsequently enlarged and deepened; for the most part under my superintendence, up to the latter part of June 1832. While inspecting the ground near the line of division between the Ordnance Lands and those of Mr. Sparks, in March 1827, Lieut.-Col. By observed these trenches, and questioned me as to who cut them, etc. He then carefully examined the Contours of the Land west of the proposed line of the Canal, and south of the Government Road, which he was enabled to do because of the absence of leaves on the brushwood, and observed that it formed a fine natural Glade. On being informed that the Land belonged to Mr. Sparks, he directed me to notify him by letter that it was required for the Canal service; which was done by me next day. The 104 acres of land taken from Mr. Sparks comprised a part of the Barrack Hill and the low Swale or Swamp at the foot of it, and were subsequently laid off by True Monuments. Of the clearing, draining and fencing of this portion I have little personal knowledge; being sent to the South-west end of the Canal early in 1829." The 104 acres referred

to were bounded by what are now known as Wellington Street, the strip of Ordnance land west of the Canal, Laurier Avenue West, and (roughly) Bank Street; and Sparks did not regain possession of them until it was decided to give up the plan of fortifying "Barrack Hill," about 1848. At the east side of the Lay By, a "Bywash," consisting of a wooden lock, and waste-weir, was constructed; the overflow going down Mosgrove Street, across Rideau to George Street, along George to Dalhousie Street, diagonally across to the corner of York and Cumberland Streets, along York to King Edward Avenue, and northward along King Edward Avenue (thus accounting for the extra width of this avenue) to St. Andrew Street, and thence down a small gully into Rafting Bay, in the Rideau River. For many years the amount of water discharged by this drain was sufficient to run a small mill on York Street.

From the basin at the head of the first eight locks to what is now known as the intersection of Gladstone Avenue and the southward prolongation of Cumberland Street an excavation known as "The Deep Cut" had to be made. In those days there were no steam-shovels, dump-cars, steam locomotives, or powerful gasoline motor trucks to remove the heavy, wet, sticky blue clay; so bare-footed men had to dig it out shovelful by shovelful, wheel it away in hand-barrows, and dump it on either side. At the south end of the cut much water flowed down a creek entering the Rideau River at the eastern end of Somerset Street, so an earthen dam was built here to maintain the proper level. From this dam the creek was deepened for 1,400 yards southward, and the excavation carried on in the same direction to the present Exhibition Grounds, where the canal turns west as far as Dow's Lake. In 1827 Thomas Burrowes wrote: "Dow's Great Swamp extends across the Township from the

Rideau to the Ottawa; two-thirds of its water falling into the Rideau and the other third into the Ottawa above the Chaudiere Falls." To raise the level of the water in this locality, a contractor named Henderson undertook to build an embankment along what is now known as the southern edge of Dow's Lake, but the work was soon taken over and completed by Philemon Wright & Sons; whilst Jean St. Louis built a shorter dam about 825 yards north of it. On the 26th of November, 1828, Colonel By wrote General Mann: "We have succeeded in making the mound across Dow's Great Swamp water-tight; which places beyond all doubt the practicability of converting that unhealthy swamp into a fine sheet of water, and does away with the original idea of forming an aqueduct." From the southern end of Dow's Lake, the canal runs due south to Hartwell's Locks, where there is a rise of 22 feet, and continues southward to the Rideau River.

The entrance to the Rideau River is at a place known as "The Hog's Back," of which John McTaggart says: "Here there is a noted ridge of rock known as the Hog's Back, from the circumstance of raftsmen with their wares sticking on it coming down stream. At this point the river is only 220 feet wide, with steep banks 90 feet high." For the purpose of creating a "still-water" above it, the plan was to build across the river a dam 320 feet long and 45 feet high; which meant the flooding of 900 acres of land belonging to Dr. Munro, R. D. Fraser and a Mrs. Fraser, of Montreal, and the payment of £1,000 for damages sustained. A contractor named Fenlon undertook to build the dam, but soon gave up in despair. In November, 1828, the Sappers and Miners took over the work and completed it, but on the 3rd of April, 1829, an ice-jam swept it away. In reporting the disaster, Colonel By wrote: "I was standing on it with forty men,

employed in an attempt to stop the leak, when I felt a motion like an earthquake, and instantly ordered the men to run, the stones falling under my feet as I moved off." These stones were swept down stream to form two fair-sized islands, now overgrown by trees of considerable size amongst which campers pitch their tents every summer. During the Fall and Winter of 1829-30, sixty Sappers and Miners and about one hundred labourers built a second dam, but the spring freshet destroyed it as it was nearing completion. Upon hearing of this second disaster to the Hog's Back Dam, Colonel By declared that he would build it again and again, and *make* it stand, if it had to be built of half-crown pieces! Accordingly, Captain Victor superintended the building of a strong frame-work of logs notched into each other in front of the breach. This structure was about 250 feet long, 18 feet wide and 40 feet high, was strengthened by enormous masses of clay, stone and gravel, and was macadamized on top to form a roadway across the river.

At Black Rapids a rise of ten feet was overcome by building a dam 300 feet long and 12 feet high, and the construction of a lock. At the foot of Long Island two stone dams and three locks were built to overcome a rise of 26 feet, and the river channel was deepened in places. One dam was 740 feet long and 10 feet high and the other 330 feet long and 30 feet high; the contractors here and at Black Rapids being Phillips & White. At the "Oxford Snie" (Burritt's Rapids), Nicholson's Rapids, Clowes' Quarry, Merrick's Mill, Maitland's Rapids, Edmond's Rapids, Old Sly's, Smiths Falls, and First Rapids, the necessary dams and locks were built to climb up to the level of the Big Rideau Lake. "This beautiful lake is about 24 miles long, has an average width of six miles, and contains about 200 heavily timbered islands. At Oliver's Ferry (now Rideau Ferry) the lake is 464 feet wide and

35 feet deep, but at the Upper Narrows it is very shallow and only about 100 feet wide." Here a dam and lock were built to rise four feet and gain "The Summit Level of Little Rideau Lake"; 282 feet above the average level of the Ottawa River, and 164 feet above Lake Ontario. In this distance of 87 miles, seven stone dams from 200 to 548 feet long and 5 to 30 feet high, eleven wooden-and-clay dams from 108 to 1,616 feet long and 6 to 45 feet high, and 33 locks were required.

Between Little Rideau Lake and Mud Lake there is a rocky isthmus a mile and a quarter long and only fifty yards wide at the narrowest part. The fall towards Lake Ontario is $3\frac{1}{2}$ feet, and the descent is made through a canal cut through the granite rock at the present village of Newboro. Between Mud Lake, Clear Lake and Indian Lake the sinuous channels were dredged out to the necessary depth. In speaking of Chaffey's Mills, McTaggart says: "There is a very extensive establishment here, consisting of saw, grist, and fulling mills, carding machines, distillery, etc., filling up the whole river." Here a lock and spillway were placed; the course of the canal then being through the south end of Opinicon Lake to Davis' Mill and Rapids, where a lock and a dam 270 feet long were constructed. Passing through the western part of Sand Lake, we approach Jones' Falls, "where there is a drop of sixty feet in less than a mile of narrow, crooked ravine with banks 90 feet in height." Various schemes were proposed to get down this ravine, but finally a semi-circular stone dam 300 feet long and 48 feet high was built "to drown out the rapids in the ravine, raise the level of the water above by two feet, and thus give a sufficient depth of water at Davis' mill."

Between Jones' Falls and Brewer's Mills there was a "Great Cranberry Marsh" about 18 miles long, where great difficulty was encountered in dredging out a channel.

McTaggart says: "It was filled with cranberry bushes, with roots about eight feet long, which swam on the face of the foetid waters." At Brewer's Upper Mill the dam and locks built raised the level of the water in this marsh some $2\frac{1}{2}$ feet and converted it into what is now known as Cranberry Lake; so dams had to be built at White Fish Falls (in the Gananoque River) and at Round Tail (in the Cataraqui River), to maintain the necessary water levels. Three-and-a-half miles down the Cataraqui River we come to Brewer's Lower Mill, where there is a lock and dam, and then pass through "Billidore's Rift and Jack's Rift," which have been drowned out by the building of a clay dam 6,000 feet long near Kingston Mills. At Kingston Mills there is a stone dam and waste-weir; whilst four locks carry us down 47 feet, to the level of Lake Ontario—the remaining six miles being dredged out along "Mill Creek" to Kingston. In the 39 miles between Newboro and Kingston there are 14 locks, four stone dams from 130 to 300 feet long and 16 to 48 feet high, and two wooden and clay dams. For the entire distance of 126 miles between Ottawa and Kingston, there are 47 locks and 24 dams, eleven of which are of stone.

At each of the 22 places where locks were built, a substantial "Block House" was erected, with very thick walls through which there were slits for rifles to be used in the event of attack or an attempt to interrupt navigation by wrecking the locks. Up to 1853 the lock-masters were nearly all discharged Sergeants of the Engineers or Artillery, and always wore their uniforms. In that year an Order in Council transferred all the Ordnance Canals to the Provincial Government of Upper Canada, and when Confederation took place in 1867 they were taken over by the Public Works Department.

Compared with more modern and more pretentious undertakings of the same kind, the construction of the Rideau Canal may appear to have been of little significance, but few can imagine the difficulties which had to be overcome before it was completed. Only those who are familiar with the conditions that prevailed during the first quarter of the nineteenth century can adequately realize either the nature of these difficulties or the importance attached to its construction. Excepting the ice in winter, there were no roads for the transportation of the men, tools and materials required for such an undertaking. To the dangers and discomforts incident to life in a forest wilderness there were added the blistering heat of summer and the frost and snow of winter; whilst, along certain parts of the route, fever and ague took a heavy toll of human life. For August, 1830, the monthly report shows that out of 1,316 men employed between Kingston Mills and Newboro, no less than 787 were sick and 87 had relapses; the number of deaths being 56, "consisting of those of 27 men, 13 women and 16 children." Under such conditions as these, it is not to be wondered at that many of the Sappers and Miners were sorely tempted to desert. In a letter to Lord Somerset, Colonel By suggested the holding out of "a reward of discharge and a grant of land to deserving men of the Sappers and Miners employed at the completion of the work; as a means of checking desertion," and on the 7th of July, 1828, he wrote: "The whole of the Non-commissioned Officers and Men of the 7th and 15th Companies who served on the Rideau Canal are entitled to a grant of 100 acres of land each when their services in the Royal Corps are dispensed with; as the grant was held out to them to check desertion; which, I am happy to say, it certainly did." The whole undertaking was one of engineering skill and resourcefulness amounting almost to genius, backed by

amazing fortitude and determination. In a total length of 126 miles, there are only $8\frac{1}{2}$ miles of actual canal—all the rest being what is known to engineers as “improved river,” due to the placing of dams and locks at the most advantageous points. The masonry of the locks is exactly as when finished nearly a century ago, and the workmanship cannot fail to impress even the most untrained observer.

R. H. Morgan says that on the 20th of August, 1824, (two years before the beginning of the Rideau Canal) a public meeting was held in Perth “to consider the propriety of exploring the Rideau and Tay Rivers, for the purpose of ascertaining the practicability of rendering the same navigable for boats.” About 1826 or 1827 the Tay Navigation Company was incorporated, and in 1830 William Morris of Perth, called a meeting of all disposed to assist in making the Tay River navigable. About 1833 the Tay Canal was completed; thus connecting Perth with the Rideau Canal, and enabling merchants to ship potash and farm produce to Montreal in exchange for goods bought there.

On the 7th of February 1832, Sir John Colbourne wrote “In the sketch of the Chats and Chaudiere Rapids, which accompanies this, there is delineated a branch from the Rideau Canal (at Dow’s Lake) to the Chaudiere Lake (Lake Deschenes). It has been surveyed and reported on, and it was ascertained that it could be carried by the line described of about five miles in length through a bed of clay, and that the lockage necessary would not exceed fifteen feet. This would give the Chaudiere Lake and the other upper parts of the Ottawa the benefit of the Rideau Canal, and, consequently, uninterrupted water communication with Montreal.” On the 20th of January, the Imperial Government decided that “This branch canal is one which is not immediately required.”

EARLY STEAMBOATS ON THE RIDEAU ROUTE

The *Kingston Chronicle* of the 11th of July, 1829, says, "Robert Drummond, contractor at this end, has launched a steamer 80 feet long, by 15 feet beam and 6 feet deep. It is equipped with a twelve horse-power engine, and will be used to pump water out of the coffer-dam (at Kingston Mills); also to deepen many places between here and Bytown." The late Captain Thomas J. Jones, who saw fifty-six years continuous service (1840-1896) on the St. Lawrence, Ottawa and Rideau routes, says that this first boat of Drummond's was named the *Pumper*, and later had a larger engine placed in her. From the *Kingston Chronicle* we also learn that on the 25th of December 1830 a meeting was held in the Mansion House, "for the purpose of forming a Company to navigate the Rideau by Steam. John Kirby presided, David Smith acted as Secretary, and a resolution was passed that Robert Drummond, Henry Gildersleeve, James MacKenzie, David J. Smith, John Strange and Mr. Bethune be a Committee to build the first Steamboat; to be ready, if possible, for the opening of the Canal." On the 26th of November 1831, we also read "Under the superintendence of Mr. Crochet, a well-known ship-builder of New York, the Steamer *John By* is being built by Robert Drummond. This boat was to have a length of 110 feet, a beam of 26 feet with 30 feet over the guards, was expected to draw only $3\frac{1}{2}$ feet of water, and was to be used on the run between Kingston and Grenville. Being fitted with a 75 horse-power engine, made by Bennett & Henderson of Montreal, she was found to draw too much water for the Rideau Canal route, and was placed on the St. Lawrence.

On the 24th of May, 1832, the *Pumper* (re-christened *Rideau*, for the occasion) left Kingston with Colonel By

and a distinguished party on board. At 6 a.m. on the 25th Smiths Falls was reached, at 2 p.m., Merrickville, and in the evening Bytown. On the 29th the *Pumper* left Bytown for the return journey; three days being taken to make a careful inspection of the works along the route, and much jollification being indulged in when the boat tied up at nights. For many years the *Pumper* (afterwards called the *Union*) carried passengers and towed barges between Kingston and Bytown, but finally was abandoned and rotted away near Edmond's Locks, about six miles south of Smiths Falls. In August 1832, the *Rideau*, owned by Robert Drummond, arrived at Kingston to receive her engines. She was 80 feet long, 27 feet in the beam, and had cabin accommodation for 8 ladies and 14 gentlemen. For a time the captains of these boats were men who had been trained on the Atlantic, but boat owners soon found that men with experience on the Ottawa and St. Lawrence Rivers knew better where danger lay.

Shortly after the completion of the Rideau Canal in 1834, steamboat communication between Montreal and Kingston, by way of Bytown, was established, and the Ottawa & Rideau Forwarding Company was organized; with John Molson of Montreal as Director. About 1840 the paddle-wheel type of steamer began to be replaced by the screw-propellor type. In 1845 there were more than thirty small steamers going down the St. Lawrence to Montreal, and returning by the Ottawa and Rideau Canal route. In 1850 McPherson & Crane had thirteen "puffers" (steamers with high-pressure engines) and a large number of barges and batteaux on this route.

The names of some of the early boats on the Rideau route were *Otter*, *Beaver*, *Enterprise*, *Bytown*, *Thomas MacKay*, *Hunter*, *Endeavour*, *Cataraqui*, *Margaret* and *Firefly*. When the *Enterprise* (built by Perth people)

was abandoned, she was sunk in the basin at Smiths Falls. The *Bytown* was put out of commission at Kingston, and her engines transferred to a new hull. The *Thomas MacKay* (built in the small bay below Rideau Falls) was abandoned below Merickville. The *Firefly* (built by Peter Farrel of Kingston) was the first steamer to give signals with a steam whistle. At later dates some of the steamers on the Rideau route were the *Smiths Falls*, *City of Kingston*, *Prince Albert*, *Lady of the Lake*, *Brittania*, *Rob Roy*, *Rideau Belle*, *Favourite*, *City of Ottawa*, *Queen Victoria*, *Princess Louise*, *Henry Bate*, *Ella Ross*, *Captain Foster*, *James Swift*, *Princess Maude*, and the *Maissoneuve*. Amongst the old pilots of this route, Captain Francis Nevins holds an unique record, having to his credit a boating experience of no less than sixty-three years. Between 1856 and 1873 he was on the *Brittania*, *City of Ottawa* and *Princess Louise*—owned by Moss Kent Dickinson, “King of the Rideau,” and Mayor of Ottawa for the years 1864–5–6. When his forwarding business was at its height, Dickinson had sixteen steamers and tugs and eighty-four barges, but later sold out to Chicago and Montreal interests.



Tracing from Ordnance Map of 1831

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LINE OF BRIDGES AT THE CHAUDIERE FALLS

1. Road from Hull to Aylmer
2. Road to Boat Landing at Hull
3. Philemon Wright's Store
4. Mill Pond
5. Stone Dam
6. Wright's Mills
7. Timber Slide
8. Spring Landing Place
9. Powder Magazine on Philemon Island
10. Summer Landing Place
11. Little Chaudiere Fall
12. Great Chaudiere Fall
13. Main Channel of Ottawa River
14. Chaudiere Island
15. Lost Channel
16. Victoria Island
17. Albert Island
18. Amelia Island
19. Firth's Inn
20. Caleb Bellow's Store, etc.
21. Bellow's Bay
22. First Stone Bridge Erected
23. Second Stone Arch
24. Timber Bridge
25. Great Wooden Truss Bridge
26. Timber Bridge across Lost Channel
27. Timber Bridge over Rafting Channel
28. Upper Stone Dam to deflect water
29. Lower Stone Dam to deepen water in Timber Channel
30. Road to Richmond Village
31. "Pooley's Bridge" over "Gully"
32. Road to Head of First Eight Locks
33. Road to Hog's Back Dam



Water-colour by Thomas Burrowes

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GREAT WOODEN TRUSS BRIDGE BUILT ACROSS THE OTTAWA RIVER IN 1827-8

THE CHAUDIERE AND SAPPERS' BRIDGES

COLONEL By was fully aware of many of the obstacles that had to be overcome during the construction of the Rideau Canal. The entire route lay through a swampy wilderness, and some better means than a ferry-boat service across the Ottawa River had to be found before supplies of food, fodder and equipment could be transported from Hull to the scene of operations. Accordingly, he and Philemon Wright suggested the bridging of the Ottawa River at the Chaudiere Falls, a plan which was heartily endorsed by the Earl of Dalhousie. For the purpose of confirming the verbal instructions given to Colonel By on the 25th of September 1826, next day the Earl of Dalhousie wrote him, "In the strongest terms, I approve of your suggestion to build bridges at the broken rocks and islands here. The advantages are obvious and the expense a trifle, as preparatory to the great work you are appointed to superintend. If any sanction is thought necessary, I now give it in the fullest possible manner." From the Hull side of the river, these bridges included two stone arches about 200 and 250 yards south of where Philemon Wright built his timber slide, three wooden bridges with spans of sixty feet each reaching to a small rocky island since removed, a great wooden truss bridge with a span of 212 feet reaching from this island to where Booth's sawmill now stands, and wooden structures spanning "Lost Channel" and "Rafting Channel."

In the accounts heretofore given regarding the building of this chain of bridges, so many inaccurate statements

occur that the "Observations" of Thomas Burrowes are especially valuable. "On my arrival at the Falls of the Chaudiere, I found Lieut.-Col. By was there awaiting the coming of His Lordship, the Earl of Dalhousie, Governor-General of British North America, whom I had passed on the way up. I also found Thomas MacKay, Stonemason, and our late Contractor at Isle aux Noix, whom Colonel By had requested to be present. On Monday, the 25th of September, 1826, the day after his Lordship arrived, he directed Colonel By to commence the erection of a Chain of Bridges over the several chasms and rocky Islands below the romantic Falls at this place. In conjunction with Mr. MacKay, I was immediately ordered to measure the Gap or chasm at the north or Hull side of the River, and to draw a design for a bridge of rough stone to be thrown over the said chasm. We found this chasm to be 73 feet wide; the bottom flat limestone dipping slightly to the east and the sides nearly perpendicular, forming tables of 12 and 16 feet respectively, that on the north side being the highest. We were directed to make the Arch as flat as possible, so as to keep the hances or springing part of the Arch as much as possible out of the spring floods, and at the same time not to raise the crown too high above the rocks on either side, as this would cause greater expense in forming the necessary roadway. The line of the Bridge was to cross the Gap at an angle of 80 degrees, and it was proposed to contract the span of the Bridge to 57 feet by building two abutments of rough masonry each 8 feet thick, rounded at their upper ends to break the force of the floods, and to make the Versed-sine or rise of the Arch only 6 feet. The breadth of the Bridge was to be 24 feet, with parapet walls 2 feet thick; leaving a roadway of 20 feet clear. According to the foregoing dimensions, a rough elevation was made by us—in pencil, for want of better material—

and submitted to his Lordship, who approved of it, and gave orders to begin work that day at 1 p.m.

“Having obtained five men from Messrs. Philemon Wright and Sons, with crow-bars we commenced to lay in order sundry large masses of rock which were at the bottom of the chasm. Having laid two courses of the biggest stones we could procure as a foundation for the north abutment, on Thursday, the 28th of September, the Foundation Stone was laid by Lord Dalhousie, Colonel Durnford, Lieut-Col. By, Honourable Captain Byng, Royal Navy, Major Elliott, A.D.C., with Masonic Honours. Under the stone his Lordship deposited several coins of the reign of George IV. Mr. MacKay having brought a number of masons up from Montreal, the work proceeded with great rapidity. The stones, however, were not good, being much too thin for a work of that magnitude. None exceeded 12 or 13 inches in thickness, and they were built into both the abutments and the arch with very little dressing,—merely scrapped with the hammer and laid in the mortar. The Centres, also, were very rudely constructed of Cedar and Pine from the neighbouring woods, and very few wedges were used to put them up. The work was hurried thus because it was expected that the Winter would be very severe; and it would be totally impracticable to work in the Spring, on account of the extraordinary floods which annually come pouring over the Falls from April to July. It was therefore deemed indispensably necessary to make every exertion to close the Arch and strike the Centres before the frosts set in; else, all that we had already done stood in imminent danger of being swept away by the floods of the ensuing Spring—particularly if a stray raft should take that route. From early in October the work was actively conducted by Mr. MacKay or his Foreman, and by using extraordinary exertions the Arch was closed on the 30th.

Early on the morning of the 31st, Mr. MacKay commenced to strike the Centres, but found the greater part of the wedges crushed into the heads of the Cedar posts by which the Centres were supported. Finding it impossible to strike them in the usual way, he ordered men to cut the posts with axes. By seven o'clock this was partly done, when Mr. John McTaggart, Civil Engineer and Clerk of Works, and Self arrived. By this time the north-west hance of the Arch was hanging below its proper line of bearing, or curve, and threatened the demolition of the whole structure. By cutting away the posts at the south-east side of the Arch, it was hoped to restore the equilibrium, but none of the workmen would venture under the Centres, which were now beginning to crack under the weight of the Arch. A rope was then tied around a large Cedar post, which had been partly cut through and appeared to bear the greater part of the centering now left standing, and a great number of men 'boused away'—but to no effect.

"From the top of the Arch a large Cedar post was then slung by its middle and used as a battering-ram; several of the supports being knocked out, and the Arch appeared to come to its bearing. The masonry had a tolerable appearance, except that the mortar was constantly dropping from the interstices of the stones by the Arch coming together. The ram was then slung on the east side of the bridge and a small post near the north-east corner knocked away; when the entire remaining parts of the centering fell with a tremendous crash, leaving the whole of the Arch free. The workmen set up a shout of exultation, but to us it was only too evident that *the masonry would soon follow the Centres*. In a few seconds it broke at the north-east hance—the rent running thence to the opposite side and forming three distinct portions of about equal magnitude—and came down upon the fragments of

the Centres with a horrible crash. At the moment the Arch fell, Mr. John McTaggart, Mr. MacKay, Mr. John Burrows and Self were standing upon a flat piece of rock immediately below the bridge, and not more than twelve feet from the side of it. Providentially, none of us were struck by the flying pieces of broken timber. The mortar that had fallen from the Arch made the water in the 'Little Kettle' white as milk and the splash from it ruined our clothing. Whatever Mr. McTaggart's real sentiments may have been, he appeared to make light of the matter; for, after we had wiped the mortar or grout off our faces, he exclaimed: 'Egad, boys! We maun e'en big her up again.' Doubtless he said this to cheer up Mr. MacKay, who stood appalled. We then returned to the Hotel for Breakfast, after which Mr. MacKay hastened to Montreal to impart the disastrous tidings to Lieut.-Col. By, who gave orders to have the work recommenced forthwith.

"Before the receipt of these orders at Hull, the earnest solicitations and repeated promises of assistance from Messrs. Wright & Sons had induced Mr. McTaggart to direct Mr. John Burrows and Myself to prepare working drawings for an Arch of the same span to be built on the same abutments, but to increase the Versed-sine to $16\frac{1}{2}$ feet. Accordingly, the Centres were framed on a better principle, quarries of better stone were sought for and found, and the Voissures or Arch-stones were hammer-picked or dressed to the proper radius. As the season was now too far advanced to think of using mortar, it was resolved to build the Arch dry. Messrs. Wright & Sons afforded every assistance to expedite the work, and the Arch was successfully closed on the 11th of January, 1827, during the rigours of one of the severest winters I have known during my abode in Canada. The dense spray continually formed by the falling water was a very

serious obstacle—the clothes of the workmen, their tools, and the material used being constantly covered with a crust of ice often a quarter of an inch in thickness. To remedy this as much as possible, a screen of rough boards was put up on the side of the bridge next the Falls, and bundles of straw were laid on the work every night when the men left off work. As many of the stones were covered with a crust of ice before being laid in the work, it was not deemed safe to take down the Centres until the frost was in some degree out. On the 28th of February this was carefully performed under the superintendence of Mr. Robert Drummond, Mr. James Fitzgibbon and Myself.

“During the ensuing Summer, another Arch, of the same dimensions, was built over a cleft in the rocky island a little south of the first Bridge. It was built under contract, by Messrs. Wright & Sons, and mortar was used in its construction. It has no abutments, but springs from the rocks on either side of the cleft. Being built at a good season of the year, no hindrance was anticipated or experienced from floods, and the centres were struck on the 17th of August, 1827.

“At the commencement of the work, it was planned to construct all the Arches of stone, except the large span over the Great Kettle, which was to be of wood; but the failure of the first Arch, and the expense consequent thereupon, resulted in the building of five wooden bridges. After striking the centres of the first stone Arch, Mr. Robert Drummond commenced the erection of three Trap Bridges, of sixty feet span each, next the small island on the north side of the Great Kettle. (See Plan No. 4). During the Summer of 1827, these bridges were completed in a very substantial manner, and were put to the test of the floods of that season, which were very high; the water rising 19 feet, 8 inches above its lowest level, as taken in

September 1826. A Bridge of 117 feet span was also thrown over the "Rafting Channel" (See Plan 5), and another over the "Lost Channel;" but from the facilities afforded by the nature of the position for scaffolding and supports to these during construction, no difficulties were encountered.

"The most appalling part of the work, however, remained to be accomplished; namely, throwing the large Wooden Bridge over the principal Chasm or Gap. This terrific place is 212 feet wide, the water rushing between perpendicular walls of stratified limestone rock at the rate of eight or ten miles per hour, and the depth being about 72 feet. From this it will easily be understood that it was a matter of no small difficulty to erect scaffolding on which to construct the Bridge."

Strangely enough, Thomas Burrowes does not state how communication was established between the north and south shores of the chasm, but from another source we learn that, "Captain Asterbrooke of the Artillery, took one of the brass cannon down to the rocks, to fire a rope across the channel. For the first trial a half-inch rope was used, but the force of the powder cut it. The experiment was then repeated, but with the same result. At the suggestion of one of the workmen, an inch rope was then used and fired sheer over the rocky island. Four thicker ropes were then attached to this, and were drawn across with crabs; to form a Swing or Rope Bridge." Again returning to the Burrowes narrative, we read, "A Timber Trestle ten feet high was erected on each side of the channel, ropes were stretched over their tops, forming Catenary curves, and were made fast to the rocks at each end. On these ropes planks were laid transversely at proper distances, having holes bored in them and pins projecting through to keep the ropes at the proper distances from each other. On these planks boards were

laid longitudinally, and near the ends cleats were nailed to the boards to facilitate walking without slipping. This Bridge was erected by Mr. Drummond in one-half day, and was of great assistance in facilitating the work.

“The Chains—three in number—were next stretched across. Those used were thought to be too weak, but no others were available. The timber for this bridge was prepared on the large island, and the string pieces were put together on rough piles of logs which raised them to the required height to give the proper curve to the Bridge. A few days proved the inefficiency of the chains to support the strain, for one of them gave way and precipitated several men into the River, who were rescued by the promptness of their comrades; a boat being always kept on hand in case of accidents. To lessen the strain on the chains as much as possible, Lieut.-Col. By adopted the method shown in the annexed sketch, and the work proceeded with rapidity.” The sketch referred to shows that two scows, each about 100 feet long and 30 feet wide were anchored to a point of rock and had jack-screws placed on their decks to help support the weight of the bridge. “Such was the confident anticipation of a successful termination of the work that Mr. Drummond, in the early part of November, undertook a contract to complete it for £430. During the winter nothing material occurred to retard progress, but great care was requisite to guard against the fluctuations of the River acting on the Scows, and consequently the Bridge. Notwithstanding all the precautions used, the chains were found to be too weak. On the 10th of April, 1828; when the work was nearly completed, the chain on the lower side of the Bridge gave way, precipitating eight men into the water, one of whom was unfortunately drowned. At the moment this chain broke, one of the carpenters had his hand-saw under his arm, and although precipitated a

height of about 40 feet into the raging torrent below, and having to swim for his life, when he was picked up by the men stationed in the boat, it was found that he had never quitted his hold of the saw! During the following day, the second chain also gave way; but hope was still entertained that the braces could be put in and the Bridge secured. Every exertion was made to effect this, but the string pieces began to buckle. Shortly afterwards the Bridge began to sway from the perpendicular, and what is remarkable, *gave way upon the side of the only remaining chain*, up stream, against a brisk wind which was blowing. As the only remaining chain was attached to the Bridge at the north side of the River, and the Bridge was past redemption, Mr. Drummond, on the spur of the moment, ordered it to be cut. Astonishing as it may seem, *this chain was actually cut by one blow of an axe*; when the whole structure fell with an astounding noise and was shattered to splinters. Nothing could be more complete than its demolition; the wreck floating down the River, grounding upon a shoal, and presenting to us a most melancholy appearance.

“Notwithstanding this catastrophe, Lieut-Col. By was not discouraged, and gave orders for the reconstruction of the Bridge. As the Chains used were the only cause of failure, he procured, from His Majesty’s Dock Yard at Kingston, Chains of a superior kind, known as ‘Patent-studded.’ A greater width was now given to the Bridge, and some extra precautions were used; such as placing iron stays in the angle formed by the king-posts and the upper transoms, putting in blocks of wood at the crossings of the braces and bolting through with rivet bolts, and putting in stronger diagonal braces in the flooring and roofing of the Bridge. Because of the superior strength of the chains and the great care and judgment shown in the construction of the Bridge, it was successfully

completed in the month of September, 1828. Thus, notwithstanding the untoward circumstances attending it, the honest wishes, disgusting adulation, or fulsome flattery of some, and the malicious detraction of others, this work was brought to a happy conclusion. It is a monument to minds superior to either praise or censure, actuated by honest motives, and of unshaken integrity, and it is the heartfelt wish of the writer of these Observations that it may long be a benefit to these Colonies."

In one of Colonel By's reports he says: "These Bridges are the first land communication between the two Provinces, and will cause travellers from Kingston to Montreal to pass on the north side of the Ottawa. . . . I have formed a road from the said Bridges to the Hog's Back, and from thence to Black Rapids, and the upper end of the Long Island Rapids, a distance of 24 miles; also a road from the said Bridges across the gully at the head of Bellows' Bay to the first eight Locks, a distance of about two miles; with a Bridge across the said gully, and although this Bridge is extremely rough it is very strong and durable, being formed of Large Cedar." Lieutenant Henry Pooley superintended the construction of this bridge, which, for many years, was known as "Pooley's Bridge," and is now replaced by steel and concrete.

In July, 1827, Colonel By wrote the Earl of Dalhousie: "The Bridges and Roads of communication will cost about £2,000, and I am of the opinion that a toll of two pence per head will pay it off during the period of construction of the Rideau Canal; for this chain of Bridges may fairly be considered a direct communication from Hull to the Rideau, and as the Forge and Sawmill are in that Village, the traffic will be very great." . . . "The Timber Channel is completed (See Chapter on Lumbering), and answers its intended purpose, beyond my most sanguine expectations. Every person who has seen it

speaks well of the work, and it certainly does Mr. Wright great credit." In November, 1828, Colonel By wrote: "I have ordered a Toll House and Gates to be erected. The tolls will produce at least £100 Currency per year, which will be paid into the Military Chest until I receive instructions on that subject." On the 25th of April, 1829, the Executive Council (at Castle St. Louis, Quebec) ordered the collection of the tolls by Colonel By.

On the 9th of December, 1835, R. Byham wrote the Secretary of State for the Colonies: "The large Arch of the Bridges over the Ottawa at the Chaudiere Falls has become in a dangerous state. The expense of keeping them in repair would greatly exceed the amount of the tolls collected, and there is no military object in keeping them up." On the 5th of January, 1836, the reply was that no communication had been received regarding the disposal of the bridges, and that "His Excellency approves of the suggestion of Captain Boulton to take up a portion of the flooring, to prevent the passage of heavy traffic; care being taken to render the foot-path for Pedestrians as safe and secure as circumstances will admit." On the 20th of May, 1836, Captain Boulton wrote the Commanding Royal Engineer at Quebec: "At three o'clock on the afternoon of the 18th instant, the large Arch fell bodily into the River; no person being on the Bridge at the time." On the 14th of June, 1836, Alexander Fraser, Chairman of the Quarter Sessions of the Peace for the District of Bathurst, ordered that "the Ferry Boats across the River at Bytown shall call at the Steamboat Landing every half hour between daylight and dark, and at the Upper Town Landing every hour." The scale of fees fixed was "Each passenger 2 pence; horses and cattle 6d. each; calves and pigs, 3d.; horse and cart, 9d.; waggon and two horses, 1s 3d.; waggon and two oxen, 1s 3d.;

wares and merchandise, 3d. per hundredweight; hay and straw, 2s per load."

In November, 1838, a petition was sent Lord Durham, asking to have "An Iron Suspension Bridge built, which would be more permanent than one of timber." . . . "We further pray that the duties on Crown Timber descending the Ottawa River may be appropriated to the construction and maintenance of said Chain of Bridges, and the Improvement of Navigation on the Ottawa River." The design finally accepted for the new bridge was that of Samuel Keefer, C.E.; and in 1843 its construction was begun under the direction of Alexander Christie, a son of Dr. A. J. Christie. On the 17th of September, 1843, the new Suspension Bridge was formally opened for traffic, "amidst the discharge of cannon, the waving of flags, and the cheers of the multitude." In the evening a great ball was given in Doran's Hotel, on Wellington Street, under the management of Captain G. W. Baker, John Egan, Thomas MacKay, Joseph Aumond and Ruggles Wright. The new bridge had a span of 242 feet, and was an object of much curiosity until completely outclassed by the Suspension Bridge at Niagara Falls, with a span of 1,268 feet; which was also designed by Samuel Keefer. About 1876 the Dominion Government relinquished its control of the Chaudiere bridges, the City of Ottawa took them over, and the present steel truss bridge was erected across the main channel of the Ottawa.

THE SAPPERS' BRIDGE

In the record left by Thomas Burrowes we read, "In the early part of August, 1827, I was directed to take levels and draw a section of the ground from the end of Rideau Street, Lower Bytown, to the opposite high ground to the west of the Rideau Canal, in order to ascertain the facilities of crossing the canal by a bridge. The annexed

sketch elevation shows the result of the levels, as well as the project of a wooden bridge similar in construction to those already built at the Falls of the Chaudiere. Having submitted this sketch to Lieut.-Col. By, he proposed some trifling alterations, but ultimately decided to build a bridge of cut stone, with dry rubble abutments or approaches. To save expense, this was to be shorter than for the wooden bridge, and the arch was to spring from the rock on the west side of the canal. This bridge was to be placed a little further to the west, so as to be in uniformity with the first eight locks, then being constructed. Having received instructions to this effect, I laid out the work, and the foundation of the eastern pier was commenced by Mr. Charles Barrett, stone-mason." On the 23rd of August, 1827, Lieut.-Col. By laid the corner-stone, on which the name 'Sappers' Bridge' was cut. "With a few civil masons, and a number of Royal Sappers and Miners, Mr. Barrett proceeded with the work. When it was about two courses high, Sergeant Adams informed Lieut.-Col. By that it was two or three feet out of the proper line of direction. Although certain that this statement must be erroneous, Lieut.-Col. By ordered me to revise the laying out of the work. To explain this, it should be stated that from the head of the first eight locks, the Canal was originally laid out a little obliquely so as to follow the lower ground to the Beaver Meadow and to avoid the rocky eminence above mentioned. From the accompanying sketches it will be seen that this line was adhered to for the timber bridge, but when the stone bridge was decided upon the centre line of the locks prolonged was to be the centre line of the bridge. This explains Sergeant Adams' mistake which caused me some annoyance. After a careful examination, I found that Barrett had made an error of one and three-quarter inches in the pier; that is to say, he was that much out

of the square in a length of 24 feet—this error being due to his having used a lead square. On informing Lieut.-Col. By of this small error, he said he would not have the work taken down for it, and cautioned Barrett to be more careful in future.

“During the progress of the work, Lieut.-Col. By determined to build the approaches as well as the body of the bridge of cut stone in regular courses. This was done, with the exception of a small part of the north side of the eastern approach, which is built of stone well hammer-picked. From a whim of the foreman, the courses are broken; large stones being placed to break the continuity of the courses. This is certainly a blemish in the work, as all the other parts of it are composed of well-cut limestone. Another fault should also be mentioned. The beds of the quion stones, particularly near the corners, were left a little too full, in consequence of which, when the centres were struck, they splintered in two or three places. This was repaired by Private Taylor, of the 7th Company, who cemented pieces in so neatly as to be scarcely perceptible. Barrett left the work early in September, from which date it was carried on chiefly by the Royal Sappers and Miners, under the superintendence of Sergeant Johnson. After undergoing sundry repairs, the Centres used for the Chaudiere Bridges were used for this work. The Voissures or Arch-stones were well cut, and in laying them small wedges were used to form bearing points on the sheeting of the Centres, as it had warped under the influence of the weather. The Arch was closed in November, 1827, and the centres struck. Over the key-stone, on the northern face of this Bridge, there is a very good specimen of ornamental stone carving, executed by Private Thomas Smith, and representing the Ordnance Arms.”

During the eighty-five year period between 1827 and 1912, the Sappers' Bridge connected Rideau Street, first

with "the foot-path that curved round the base of Barrack Hill and the Old Graveyard to the corner of Wellington and Bank Streets," and since 1849 with the east end of Sparks Street. Previous to this, Sparks Street extended only from Bronson Avenue to Bank Street—the part between Bank Street and the Sappers' Bridge being a bleak and desolate hill abounding with boulders, many of which weighed several tons. In 1872 James Goodwin was the contractor for the widening of the Sapper's Bridge and in 1873 a steel structure known as the "Dufferin Bridge" was built a short distance north of it, to connect Rideau and Wellington Streets, and to lessen the traffic over the Sappers' Bridge.

When the Union Station and the Chateau Laurier were built, both the Sappers' and the Dufferin bridges were removed for the construction of a plaza now known as "Connaught Place"—an open space of more than an acre cornered by the Chateau Laurier, Union Station, Russell House and General Post Office. In speaking of the excellent work done by the Royal Sappers and Miners, the *Ottawa Free Press* of July 23, 1912, says: "So hard was the stone, and so clinging and steel-like the grip of the ancient cement that even dynamite failed to wreck it. As a last resort, the contractors used a derrick to hoist up a block of stone weighing about two tons to a height of fifty feet and drop it on the bridge. For three and a half hours it withstood this terrific battering. Even when only eight feet of the masonry remained on one side of the central arch it withstood the tremendous momentum. The bridge and the arch were 30 feet in width, but even after 22 feet of the arch at the point where the Lower Town side rested on the ground had given way the arch still held. Finally, one last blow carried the entire bridge into the canal; the noise resounding over the city like the boom of a great gun."

JOHN BY

THE illustrious builder of the Rideau Canal, and the founder of Bytown, was the second son of George By, who lived in the parish of St. Mary Lambeth, and held a position in the Custom House, in London. After a successful career at the Royal Military Academy at Woolwich, young By obtained a commission as Second Lieutenant in the Royal Artillery. Three months later he was transferred to the Engineering Branch of the service, was made a First Lieutenant in 1801, and in 1802 was sent to Quebec; where he remained for nine years, being made a Captain in 1809. During this time he supervised the erection of the Martello Towers on the Plains of Abraham, made a remarkably fine model of the fortress and battlefields made famous by Wolfe's successful campaign, and superintended the construction of the Cascades Canal on the St. Lawrence. In 1811 he was hurried off to Portugal to join Wellesley's forces, served during the Peninsular War, and took part in both sieges of Badajos, in May and June of 1811. During the next nine years he was in charge of the Gunpowder Works at Faversham, Parfleet and Waltham Abbey. In 1814 he was made a Brevet-Major, in 1821 was put on half-pay, and in 1824 was created a Lieutenant-Colonel. Whilst at Faversham he constructed a model of a bridge, designed on the truss principle, which showed so much ingenuity that it is still exhibited by the Royal Engineers at Chatham, England; whilst his model of the Quebec fortress and its surroundings may be seen in the Public Archives, at Ottawa.



Courtesy W. J. Sykes

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LIEUT.-COL. JOHN BY



Water-colour by Thomas Burrowes

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FIRST EIGHT LOCKS OF THE RIDEAU CANAL
Note Colonel By's home on the hill, now known as Major Hill Park

A letter dated the 3rd of April, 1826, and addressed to the Earl of Bathurst, states that "Colonel By, of the Corps of Royal Engineers, is under orders to proceed to Canada to superintend the construction of the Rideau Canal." In describing the difficulties of this huge undertaking, Sir Richard Bonnycastle, himself a noted military engineer, says: "Difficulties which no man can form any idea of, excepting those who knew him well and watched his progress, were continually in his way. With a Department to organize, detailed surveys to make, Civil Engineers to instruct, and workmen to advise, Colonel By had to cut his way through a country where fogs and flood, silence and shadow, had before reigned undisturbed; a country the seat of pestilential fever and ague, of water-snakes and reptiles, of mud and marshes—where the best, or indeed the only mode of progress was in the birch-bark canoe of the Indian, and where even that dangerous vehicle was continually subject to be torn asunder in its march over the silent waters."

By deciding to abandon the idea of a continuous ditch with a tow-path alongside it, and placing dams at points where long stretches of navigable water would be created above them, he boldly rejected Bouisley's famous proposition that "Rivers are only useful as feeders for Canals," converted the natural outlets of the drainage of the country into its common highways, and established himself as a great hydraulic engineer; just as George Stephenson established his reputation as the first and greatest of railway engineers. As if by the magic of Aladdin, dams, locks, basins and bridges arose in the wilderness, and, contrary to the expectation of everyone but the chief architect and his immediate friends, the canal was fully completed in the spring of 1832. In March of that year a great banquet was tendered him at Kingston—upward of seventy guests being present, with John Kirby as

Chairman. One of Colonel By's many admirers said: "For the grandeur of its design, its indefatigable prosecution and its successful completion, the Superintendent of that stupendous work deserves and enjoys the gratitude of the present generation, and has secured for himself a Renown, imperishable in future ages."

In the remarkably short space of five years, Colonel By accomplished the almost insuperable task of constructing a first-class canal through the forest wilderness between Bytown and Kingston, and displayed qualities that marked him for a career of even greater usefulness, but, unfortunately, he was soon to learn that it is one thing to deserve high commendation and quite another to command it. Everyone admitted the necessity of building the canal as a means of defence, and recognized its usefulness in developing the resources of the country traversed. The excellence of the work was not disputed for a moment, but certain members of the House of Commons complained that the outlay of £1,000,000 had been excessive, and that the latter part of the work was done before the necessary Parliamentary Grants had been passed; so Colonel By was recalled to answer the charges of extravagance and of exceeding his authority. Not one word of disapproval came from the Ordnance Board under whom he carried out the work and the evidence taken was in reality a tribute to the skill and resourcefulness of Colonel By and his assistants; but, for political reasons, the Committee saw fit to include in its report an expression of regret that Colonel By had not more carefully controlled his expenditures. In a letter to his intimate friend, Colonel Durnford, he says, "The present Government throw blame on me for not waiting for the Parliamentary Grants, forgetting that *it was ordered by his Grace, the Master General, and Board that I was not to wait for Parliamentary Grants, but to proceed with all*

dispatch consistent with economy, accordingly, the contracts were formed by the Commissary-General at Montreal; by which the Engineering Department was bound to pay for the works as they proceeded, which precluded the possibility of stopping the works, and thus laying the Government open for heavy damages. I was never ordered to stop the works until I was so unjustly recalled; when, thank God, they were all finished, and the Canal had been open to the Public for some months, or I should have been robbed of the honour of building the magnificent erection."

As a successful organizer and as a great hydraulic engineer, Colonel By completely established himself, and knighthood should have been part of the reward bestowed upon him. Instead of this, his sensitive nature was cruelly wounded, and only his most intimate friends ever knew how deep the hurt was. Part of Wilfrid Campbell's tribute reads, "Here toiled By's Engineers, Sappers and Miners—men of great capacity, of a hundred devices for the execution of fine and sincere work; also builders and carvers of solid dignified and enduring masonry. They were a generation of plodding, staid, careful and contented, exact and honest artisans and toilers from the old land, of the slower but more solid methods, and controlled by a class of military officers who were for the most part skilled engineers and artists who could draw a map or plan or sketch a picture with equal exactness and idealism that would shame our present incapacity and astonish our arrogant ignorance of all old-world and early nineteenth century knowledge and character in all classes."

Besides constructing 126 miles of canal in the midst of a forest wilderness, Colonel By also won fame as the founder of Bytown; which, forty years later, became the Capital of the Dominion of Canada. After receiving Lord Dalhousie's instructions to lay out and lease lots

for the erection of buildings, one of By's first acts was to reserve what is now known as "Parliament Hill;" because he felt certain that it would be required some day for the erection of public buildings. For many years it was known as "Barrack Hill," because the military barracks and hospital were located there. His faith in the future of the town was also shown by his payment of £1,200 for the McQueen estate—bounded by Laurier Avenue, the Rideau River, Somerset Street and Bronson Avenue. With the instincts of an English squire, he seems to have regarded the town which bore his name as a kind of estate whose moral, as well as material welfare, was under his particular care. "He constituted himself the chief authority of the Village, listened to the complaints of the people, settled their disputes, attended to their wants, superintended the erection of buildings, and generally ran the place." . . . "His integrity was beyond suspicion, and he had a philosophical temperament that was proof against trouble, so long as it did not affect his honour." Upon one occasion he gave the proprietor of a liquor store playing havoc with his workmen, twenty-four hours to procure a license or quit. As he refused to do either, the premises were raided and closed—regardless of all threats. Though a rigid disciplinarian who administered affairs by military rule, he had a kind heart and a most charitable disposition. Colonel Durnford describes him as a very good-natured man, and says that this admirable quality enabled him to triumph over innumerable difficulties and disappointments. During the whole progress of the work, he was always "at home," morning, noon and night, and never declined to see any person who called upon him on business—often rising from his meals to receive visitors. All assistants, clerks, overseers and workmen had their regular hours, and kept them, but any hour at which a visitor called upon the

Colonel was always regarded as being "in business hours"; whilst no weather, however bad, and no impediments, however great, ever prevented his punctually keeping his appointments. Whilst he could be severe at times, tradition is equally positive that he was always fair, and it is on record that his decisions regarding disputes over the terms of land purchase, and so forth, were invariably upheld by the courts.

John McTaggart says: "In some of my curious wanderings, I was accompanied by Colonel By, a gentleman I shall ever value and esteem. He encountered all privations with wonderful patience and good humour, would run rapids that his Indians trembled to look at, and would cross lakes when the Canadians were gasping with fear at the waves that were rolling about them. He could sleep serenely anywhere, and eat anything—even raw pork." In appearance, he is described as being "a fine soldierly looking man, about five feet ten inches in height, rather portly in figure, with dark hair and a florid complexion"—a typical specimen of the officer of his day. William Pittman Lett's quaint description reads:—

"As o'er the past my vision runs,
Gazing on Bytown's elder sons,
The portly Colonel I behold
Plainly as in days of old,
Conjured before me at this hour
By memory's undying power;
Seated upon his great black steed
Of stately form and noble breed;
A man who knew not how to flinch,
A British soldier, every inch:
Courteous alike to low and high,
A gentleman was Colonel By."

Being a man of considerable taste and refinement, Colonel By built himself a one-story rubble-stone house with spacious verandahs which commanded a magnificent view of the Ottawa River; with the wildy picturesque

Chaudiere Falls in the distance. In speaking of this view, Bouchette says: "From his verandah the most splendid view is beheld that the magnificent scenery of the Canadas affords. That bold eminence that embosoms Entrance Bay, the broken and wild shore opposite, beyond which are seen part of the flourishing settlement and the Church at Hull, the verdant and picturesque islands between both banks, and the occasional canoes, barges and rafts plying the broad surface of the Grand River, or descending its tumultuous stream, are the immediate objects that command the notice of the beholder. In remote perspective the eye dwells upon a succession of varied and beautiful bridges abutting upon precipitous and craggy rocks and abrupt islands, between which the waters are urged with wonderful agitation and violence. Beyond them, and above this level, the glittering surface of the river is discovered in its descent through the broad and majestic rapid Des Chenes, until the waters are precipitated in immense volumes over the very verge of the rock forming the Falls of the Great and the Little Chaudiere. From the abyss into which they are involved with terrific force, revolving columns of mist perpetually ascend in refulgent whiteness, and, as they descend in spray beneath a flowing sunshine, frequently form a partial but bright iris that seems triumphantly to overarch a section of the bridge." An Ordnance map of 1831 shows that Colonel By's house was about 160 feet from Entrance Bay, and that the north line of Murray Street ran through the centre of it. In May, 1915, the approximate site of this house was marked by two huge stones saved from the foundation of the Sappers' Bridge (demolished in 1912), and bearing the Arms of the Royal Engineers. After his return to England, in 1832, Colonel By's house was occupied by Major Daniel Bolton; hence the name of the locality was changed from that of "Colonel's Hill"

to that of "Major's Hill," and quite recently to that of "Major Hill Park."

In 1818 Colonel By married Esther March, and their children were Lucy, and Esther March. In 1841 Lucy died at the age of 21; whilst Esther March became the wife of the Honourable Percy Ashburnham, son of the third Earl of Ashburnham. "Ashburnham Hill," now known as Primrose Hill, was named after the Ashburnhams. In the Bytown Historical Museum, on Nicholas Street, Ottawa, there may be seen an antique work-box once used by the ladies of Colonel By's family, an old "Grandfather's Clock," and a writing desk used by the Colonel himself. Upon his return to England, he purchased the estate known as Shernfold Park, in Sussex, not far from Tunbridge Wells, and in the Parish of Frant, where there may be seen the following pathetic epitaph:—

"Sacred to the memory of Lieutenant Colonel John By, Royal Engineers, of Shernford Park, in this Parish. Zealous and distinguished in his profession, tender and affectionate as a husband and as a father, charitable and pious as a Christian, beloved by his family and lamented by the poor. He resigned his soul to his Maker, in full reliance on the merits of his Blessed Redeemer, on the first of February, 1836, aged 53 years; after a long and painful illness brought on by his indefatigable zeal and devotion in the service of his King and Country in Upper Canada."

OLD BYTOWN

EXACTLY one hundred years ago, the land upon which the Capital of the Dominion of Canada stands was covered by a dense forest, interspersed with cedar swamps and beaver meadows. At that time Parliament Hill, Major Hill Park and Nepean Point were heavily timbered; nearly all of what are now known as "Lower Town" and "Ottawa East" consisted of dense cedar swamps and muskegs; deer roamed through the open woods of "Sandy Hill"; and the region extending from Albert Street southward to the Rideau River was occupied by fever-breeding swamps. A map drawn by Thomas Burrowes shows that this great swampy area was drained by four creeks flowing into the Rideau River. The largest started just west of the present Exhibition Grounds, meandered northward to the southern end of King Edward Avenue (where it was joined by "Patterson's Creek"), and then flowed eastward to the Rideau River near Hurdman's Bridge. Another large creek started near the corner of Bay Street and Laurier Avenue West, flowed in the vicinity of Slater Street to the Canal Basin, ran across "Lower Town," and entered the Rideau River at the eastern end of Water Street. From the corner of King Edward Avenue and Stewart Street a small creek flowed south-eastward to the corner of Somerset and Nelson Streets, and thence eastward to the Rideau River at the eastern end of Somerset Street.

Attention has already been drawn to the foresight of the Earl of Dalhousie, who, in June 1823, purchased Lots A and B in Concessions C and D, "for military purposes." On the 26th of September 1826, he reserved the "Barrack

Hill" portion of Lot B in Concession C, and wrote Colonel By, "I take this opportunity of placing in your hands a sketch plan of several lots of land I thought it advantageous to purchase for the use of Government. These contain the site for the head locks and offer a valuable locality for a considerable Village or Town for the lodging of Artificers and other necessary assistants in so great a work." On the 18th of October 1826, John McTaggart wrote; "We have laid out two Villages, and all the lots are taken up; it surprises me to see the anxiety the people have to become citizens here." With a few exceptions, each lot was 66 feet wide by 198 feet in depth and was subject to an annual rental of half a crown. The leases were all dated the 1st of May 1827, and within a twelve-month each grantee had to erect a dwelling at least thirty feet square.

The smaller of the villages mentioned by McTaggart was laid out immediately west of the present Parliament Hill, and in the author's possession there is, "A True Copy of a Plan of Village near the Shier Falls, in the Township of Nepean, laid out under the orders of Lieut.-Col. By," which gives the names of the first thirty-eight people who applied for lots. On the north side of Wellington Street, Captain Benjamin Street, of the Royal Navy, selected the large lot just west of Bay Street; whilst from west to east, Captain Bradley, Clements Bradley and Dr. A. J. Christie selected the lots between Bay and Lyon Streets. Between Lyon and Kent Streets the applicants were Captain Andrew Wilson, of the Royal Navy, Thomas Buck, Daniel Burke, Alexander McAuley and Mr. McDonald. Between Kent and Bank Streets they were Michael Burke, Thomas MacKay, Thomas Doxey, Thomas Burrowes, Mr. Grant of Hawkesbury, and Michael Burke. On the north side of Vittoria Street, Mr. Briscoe took the crescent-shaped lot at the western

end, and east of him were Captain Monk, Mr. Landell, Mr. G. Read, Mr. T. Read, and Rev. Amos Ansley—who had the lot at the north-east corner of Vittoria and Kent Streets. On the south side of Vittoria Street, between Lyon and Kent Streets, lots were chosen by Colonel Lloyd, Mr. D. White, Mr. H. C. Barr, Mr. W. Henry, Mr. McFarlane and Mr. Naughty. Between Kent and Bank Streets the applicants were Mr. Stethemal, T. Duffy, Charles Lopy, Josiah McCloy and Captain Lewis. On the west side of Kent Street, and south of Mr. McNaughty were Mr. P. Phelin, Samuel Dow, and Mr. Fulton; whilst on the east side, and south of Mr. Stethemal, were Hugh Bell, W. Bell and P. A. Phelin. As Dr. A. J. Christie, Captain Andrew Wilson, Michael Burke, Thomas MacKay, Thomas Doxey, Thomas Burrowes and Michael Burke were the only applicants who appear to have erected buildings on these lots, the rest reverted to the Crown; but at later dates some of them were held by Thomas Burke, John Barrett, Mathew Connell, J. H. Hagerman, George Lang, Daniel McKinnon, Daniel O'Connor, Major Muir, Hamnett Pinhey, Charles Shireff, Captain Benjamin Street and William Tracey.

The larger village, or “Lower Town,” was at first bounded by Clarence Street, the Rideau River, Rideau Street and Sussex Street. In the field notes of Thomas Burrowes we read “In February 1827, Lieut.-Col. By gave out the first seven lots on Rideau Street, (A to G on Plan) to individuals connected with the Civil Service, and reserved a Street, (George), sixty feet wide (between Lots E and F), through which it was decided the Beaver Meadow Drain should pass, instead of down Rideau Street as at first designed.” . . . “In March 1827, there were many applicants for lots in Lower Bytown, but on seeing them, nearly all refused to build in an almost impenetrable

Cedar Swamp—preferring to pay a high price or high rent to Nicholas Sparks for dryer land on adjacent Lot C” . . . “Jean St. Louis was the first to venture to clear and build in the Swamp, on the Lots numbered 1 and 2, on the east side of Cumberland Street.” Somewhere about the same time Pierre Desloges, from St. Eustache, Que., built a log house at the corner of George and Dalhousie Streets. In the spring of 1827, drains were cut to carry away the surplus water, and the erection of houses for civilian canal workers was begun. Most of them were constructed from the trees felled to make room for them, had only one room downstairs, and a garrett above which was often exposed to the weather.

When the Earl of Dalhousie returned to see what progress was being made with the Rideau Canal, a dinner was given in his honour, at which someone laughingly proposed that the village springing up should be called “By-Town,” and in the *Kingston Chronicle* of March 9th 1827, we read, “We rejoice to hear that it is resolved to build a Town to be named after Colonel By, of the Royal Engineers;” so Bytown it became, and Bytown it remained until 1855; when the name was changed to Ottawa. On St. Andrew Street a Scotch settler named McGriffen built a large log hotel which stood until May 1912. Its walls were 18 inches thick, and originally there were twenty rooms, each 12 x 9 feet in size. In 1828 a couple of large frame houses were built for civilian canal workers, at the corner of Rideau and Dalhousie Streets; whilst James Fitzgibbon and his brother-in-law, James Black, built a frame house at the corner of Rideau and Sussex Streets—on what is now a part of the Blackburn estate and has an eight story block built on it. During this same year Louis T. Besserer, a Notary Public of Quebec, who had taken an active part in the War of 1812, was granted “a tract of sandy unproductive land 120 miles

from anywhere;" now bounded by Rideau Street, the Rideau River, Laurier Avenue East and Waller Street, and known to Ottawa people as "The Sandy Hill District." In Upper Town, Colonel By persuaded Nicholas Sparks to donate a strip of land 66 feet wide to form Wellington Street and added a strip of 33 feet from "The Dalhousie Property"—thus accounting for the unusual width of Wellington Street, and making it conform to that of Rideau Street.

During the summer of 1828 Bouchette visited Bytown and thus describes its appearance. "The streets are laid out with much regularity, and of a liberal width that will hereafter contribute to the convenience, salubrity and elegance of the place. The number of houses now built is about 150, most of which are constructed of wood; frequently in a style of neatness and taste that reflects great credit upon the Inhabitants. On the elevated banks of the Bay, the Hospital, an extensive stone building, and three Barracks stand conspicuous; nearly on a level with them, and on the eastern side of the Bay, is the residence of Colonel By, Commanding Royal Engineer at that Station." In the field notes of Thomas Burrowes we read, "In 1829 the greater part of the site of Lower Town was over-run by fire, and many of the wooden survey posts destroyed;" whilst his map shows the exact location of 4 buildings on Vittoria Street, 9 on the north side of Wellington Street, 8 on the north end of Kent Street, 5 on Barrack Hill, one on each side of the fourth lock, 3 in Major Hill Park, 5 in the Royal Engineers' Yard (north-west corner of Rideau and Sussex Streets), 16 on York Street, 68 on Rideau Street, 11 on Sussex, and 5 on Cumberland Street. Leaving out the 5 Ordnance Buildings, this leaves 21 civilian buildings in Upper Town and 126 in Lower Town; or a total of 147—which agrees closely with the number given by Bouchette.

At that time the only streets shown in Upper Town were Vittoria and Wellington; whilst in Lower Town they were Ottawa (that portion of St. Patrick between Cumberland Street and the Rideau River), Clarence (as far east as King Edward Avenue), Parry (now Clarence Street from King Edward Avenue to Anglesia Square), Franklin (from Anglesia Square to Wurtemberg Street), York, George, Rideau, Sussex, Cumberland, King (now King Edward Avenue), Nelson, Gloucester (now Friel), Chapel, Augusta Cobourg, Charlotte and Wurtemberg. On the north side of Rideau Street, going east from Sussex, some of the first lessees were James Fitzgibbon, William Tornay, John Burrows, John Adamson, Thomas Burrowes, Matthew Connell, Joseph McCloy, William Hall, William Clegg and Isaac Berichon. During 1828 and 1829, some of the French Canadians who settled in Bytown were John Amyot, Louis Audet, Joseph Aumond, Pierre Baby, Luc Barrie, Charles Brassard, Erysonthe de Brie, Joseph Chalifoux, Jean Baptiste, Couturier Andre Dandurand, Henry Donic, Alexander Ethier, Joseph Galipaut, Jean Baptiste Homier, Louis Xavier Homier, Paul Froncois Homier, Jean Baptiste Lacroix, F. X. Labelle, Joseph Lafontaine, Paul Lamothe, J. F. Montreuil, Joseph Nadeau, Pierre Parantin, Michael Periad, Charles Rainville, Louis Rainville, Antoine Robillard, Pierre Saucier, Antoine Seguin, and Joachim Valiquette.

FIRST CHILDREN BORN IN BYTOWN

Attention has been drawn to the fact that John By Burrowes was the first white child born in Bytown; on the 25th of November, 1826. Mary Ann By O'Connor was the first white girl born here; on the 2nd of April, 1827. Colonel By requested her parents to give her his name and asked them to select two lots of Ordnance land for her, but they failed to do so. Her husband was the

talented Henry James Friel, three times Mayor of Ottawa—1863, 1868, and 1869. John Murphy also claims to have been born here in April, 1827. During the summer his father moved to Kemptville, where he contracted fever and died. Thomas MacKay Robertson was born here on the 5th of July, 1827. His father, John Robertson, a young silk weaver from Perth, Scotland, was on his way to western Ontario, but Thomas MacKay persuaded him to take charge of a gang of men on canal construction work. In 1834 the family settled on a farm near Bell's Corners. Gourlay says: "John Robertson was a man of immense brain power, and a most prominent man as merchant, lumberer and farmer, and successful alike in each. His heart was as kind as his head was clear." In 1892 Thomas MacKay Robertson came to Ottawa, and lived at 196 Albert Street until the time of his death in 1900; his son and daughter still living there. John Derby, of 36 Huron Street, also claims that he was born here in 1827. His father, John Robert Derby, was a veteran of the Napoleonic wars, built a shanty on Murray Street, and in 1841 moved to Aylmer, Que. In 1913 John Derby moved back to Ottawa; so for the long span of almost a century he can claim to have been a resident of Ottawa and vicinity. Amelia Burrowes (sister of John By Burrowes) was born here on the 18th of April and died about 1867; Marianne Stewart (daughter of Dr. James Stewart) on the 8th of May, 1828, and Daniel McNeeley on the 29th of April, 1829.

EARLY STORES

Towards the end of 1828 the General Merchants were John Anderson, J. D. Bernard & Co., James Black, Howard & Thompson, James Inglis, James Johnston, George and Robert Lang, "Four-and-halfpence" McKenzie, James Martin, McIntosh & Stewart, and George

Patterson. The bakers were Thomas Hanly, James Lang and George Patterson, whilst Thomas Hickey was the only butcher. The carpenters were Pierre Desloges, James Fitzgibbon and James Matthews; the blacksmiths H. S. Blaisdell, Lyman Perkins and William Tormey; the watch-makers, Maurice Dupuis, Arthur Hooper and William Northgraves; and the auctioneers, Daniel Fisher and James Johnston. There were also eight shoemakers, two tailors, one harness-maker and a tinsmith. Later on John McGraves, Miss Fitzgibbon and John Cowan had stores on the north side of Rideau Street, whilst on the south side there were Watson Little (printer), Baptiste Homier, Robert Mosgrove, John Wade, and John Duggan. On Sussex Street Donald McArthur had a hotel (where the Mines Building is), and there were general stores kept by James Inglis, Michael McVean, Samuel Fraser and Charles Friel.

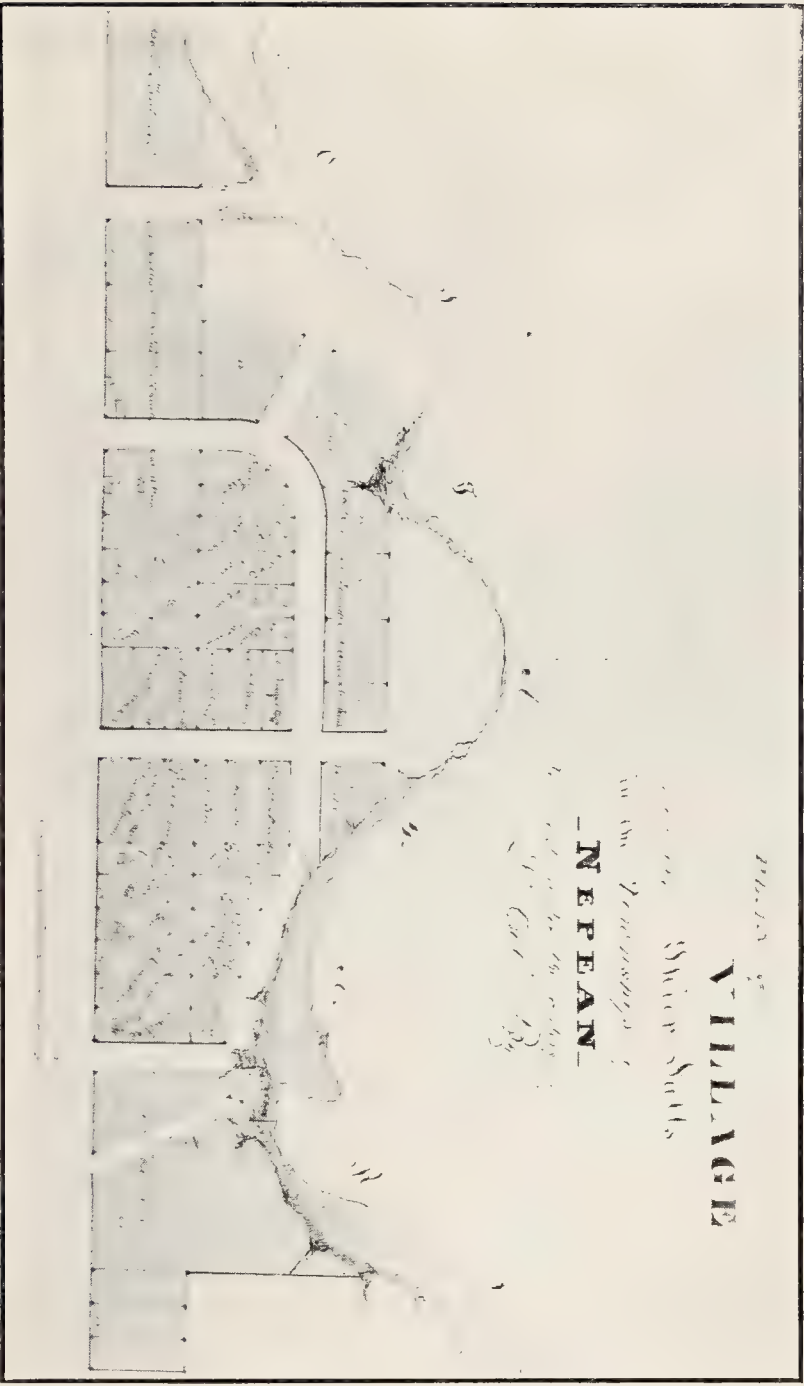
EARLY CEMETERIES

Until 1828 the dead had to be ferried across the Ottawa River and buried on the Hull side, but in that year so many deaths occurred amongst the canal workers that half an acre of land between what are now Elgin and Metcalfe Streets (in the neighbourhood of Sparks and Queen Streets) was cleared and fenced in with a stockade of stout cedar posts about ten feet high, sharpened at the upper end, spiked to longitudinal stringers about two feet from the ground, and further secured by bands of strap-iron nailed to them two feet from the top. This enclosed ground was divided into three parts; furnishing a "Graveyard" apiece for the Presbyterians, Anglicans and Roman Catholics. Later on John Burrows established a fourth for the Methodists, but only a few bodies were ever buried there. By 1844 these cemeteries extended south and west so as to cover the ground

enclosed by Sparks, Elgin, Albert and Metcalfe Streets. An old map of the city shows that in 1842 the Roman Catholics had a cemetery at the south-east corner of Rideau and Cumberland Streets and extending almost as far south as Besserer Street. In 1845 Major F. R. Thompson directed Thomas Burrowes "to survey the New Burial Grounds"; a short distance north of Rideau Street, and bounded by Heney, Wurtemberg, Tormey and Cobourg Streets. The Roman Catholic and Wesleyan cemeteries were between Cobourg and Charlotte Streets, and the Presbyterian and Episcopalian between Charlotte and Wurtemberg Streets. In 1872 the Beechwood and Notre Dame cemeteries were established outside the city limits, practically all bodies were removed from all the old cemeteries, and the ones laid out in 1845 were converted into a beautiful ten acre park now known as Macdonald Gardens.

PROPOSED FORTIFICATIONS

The high rocky bluffs on each side of the proposed entrance to the Rideau Canal suggested that they be strongly fortified, but in 1824 Major G. A. Elliott reported against the building of extensive works, and recommended that the Depot erected for Military Stores be defended by a battery placed on what is now known as Nepean Point. On the high ground where Major Hill Park is situated he recommended that "An inferior work be constructed, to assist by its cross-fire in defending the approach of the ravine." In the *Kingston Chronicle* for the 9th of March 1827, we read, "We are informed that the Royal Engineers at Bytown have received orders to prepare an estimate and report of the expense of fortifying the heights and harbour at Bytown, and the cost of buildings necessary for the accommodation of five thousand men." During this same month, 104 acres of land



PLAN OF THE FIRST LOTS SURVEYED IN BYTOWN, OCTOBER, 1826

were taken from Nicholas Sparks "for the Canal Service." Four years later an Ordnance map shows that it was proposed to construct a crescent-shaped moat four feet deep and about eleven acres in extent; running from the Canal Basin to the corner of Elgin Street and Laurier Avenue West, and thence to the corner of Slater and Bank Streets. Not until the idea of fortifying "Barrack Hill" was given up did Nicholas Sparks regain possession of the land taken from him in 1827.

In December, 1835, the Magistrates of the District of Bathurst appointed Surveyors of Streets for the Towns of Perth, Richmond and Bytown, but the one appointed for Bytown declined to act. Another was then appointed, but he also refused to act, because a number of the inhabitants of Bytown would not acknowledge the authority of the Commissioners for the Township of Nepean. The Commissioners were Peter Aylen, M. Graham and Edmond L. Wood, and insisted that Bytown was not a Town, but Magistrates Godfrey W. Baker, George Buchanan, Daniel Fisher and Simon Fraser insisted that it was—First, by reputation; and second, by the number of houses and population. The matter was then referred to Attorney-General Jamieson, part of whose reply was: "By ancient writers, the definition of a Town is a Precinct anciently of ten families. Bytown, containing 1,300 inhabitants, therefore is a Town, within the meaning of the Law, as well as Perth (900) and Richmond (200)."

RECOLLECTIONS OF W. P. LETT

In 1873 William Pittman Lett published his "Early Recollections of Bytown." He was a son of Captain Andrew Lett, a retired officer of the 26th Cameronian Regiment, who had seen service in Egypt and Spain and settled in the Township of March in 1820. In 1828 the

family moved to Bytown, where the brilliant writing of W. P. Lett soon brought him fame; but, to the disappointment of his admirers, he dropped newspaper work, accepted the position of City Clerk, and most courteously and efficiently performed the duties of that office for the long term of 35 years. His knowledge of the motives which govern people, his keen insight into public affairs, and his quaint way of expressing his opinions throw many interesting side-lights upon the characteristics of Ottawa's early residents, as evidenced by the following quotations.

Sergeant William Addison, "as trim a soldier as e'er wore the uniform, or bravely bore his head erect." Bindon Burton Alton, "who sang so sweetly, memory still trembles with the undying thrill." James Andrew "an honest-hearted Scot." John Ashfield, "a gunsmith of the faded years, just as flint-locks began to lapse." William Atkins, "who is still holding his own on the Hill." John Baggs was a tailor at the north-east corner of Rideau and Sussex Streets. Charles Barnes, "an old-time laywer who stood professional top-sawyer." N. H. Baird, "a scientific engineer." William Henry Baldwin, "at the old Albion." Bareille & Aumond were on the south side of Rideau Street, between "Little Sussex" and the canal. James and Nathaniel Berry, "plasterers." Henry Bishoprick, "druggist and exciseman." Robert Boyle, "a British soldier bold and free, Of the old Ninety-ninth was he, Who bravely fought and 'scaped from harm, At Lundy's Lane and Chrysler's Farm, And gallantly his bayonet bore, At Fort Niagara and the shore of Sackett's Harbour trod of yore." Clements Bradley, "who settled near the Rideau's shore." Henry Howard Burgess, "to whom Dundreary's self was slow." Thomas Burgess, "a swell, though not quite so severe." George Robert Burke, "who mingled not in strife." Thomas Gillespie Burns, "Thy boast has always been true blue, To British

institutions true." Julius Burpee, "who kept the old Rideau Hotel where man and beast could get the best." Silas Burpee, who in the early days ran "With drums and belts and wheels complete, A turning mill on old York Street." Thomas Burrowes, "leaning upon his garden gate, beside the Creek in '28; He held of trust an office high, under the reign of Colonel By."

Of Cameron's bugle, Lett says:

"How few alas! can now be found
Who heard the shrill meridian sound
Of Cameron's bugle from the Hill,
How few alas! are living still—
How few who saw, in pride pass on
The Sappers with their scarlet on;
Their hackle plumes and scales of brass;
Their stately tread, as on they pass?"

Dennis Cantlin, "just four feet in length, but a man of pith and strength." John Chitty kept a hotel and large general store near the corner of Wellington and Kent Streets. Alexander J. Christie, "from the land of mountains misty." William Clegg, "mild and unassuming." John Cochrane, "Staunch to his principles stood he, no matter what the cost might be." Matthew Connell, "A fiery Celt, who below the Bywash dwelt." John Cowan, "No man got in a passion faster." John Cuzner, "A British tar renowned for pluck, both near and far." John C. Davidson, "who long ago, mid primal darkness thick and gross, unfurled the banner of the Cross." John Darcy, "In numbers almost a magician, a wonderful arithmetician; no learned professor of the birch e'er left John Darcy in the lurch." James Devlin, "whose fingers o'er the cat-gut ran, professor of the art to foil both treason, stratagem and spoil." Of the British Hotel he says: "And surely old James Doran too, A warrior of Waterloo, Kept with a despot's iron hand, The best hotel in all the land." Patrick Duggan, "who blew Vulcan's

blast." William Dunning "kept store where now the Albion proudly stands." Robert Elliott "was not slow to give or resent a blow." Malcolm Ferguson, "An agile fireman, danger proof, as ever struggled up a roof; the old extinguishers of flame will long remember Malcolm's name." James Finch, "sledged with a will in the old forge on Major's Hill." Daniel Fisher, "kept store on Wellington west side." Richard Fitzsimmons, "the Paginini of sweet sound." Archie Foster, "a man of feelings warm and kind." James Fraser, "foremost in the determined rush to get up first and win the brush." Simon Fraser, "personification of the third vowel," later Sheriff of Carleton County. Charles Friel, "a man of ready tongue and wit." John Frost, "built upon foundations damp in Lower Town's great cedar swamp."

Paul Joseph Gill, "who taught near the Creek." Sandy Graham, "with commercial wisdom made many a good stroke of trade." William Graham, "many a hard-earned shilling made by groceries and general trade." John Grant, "a constable of ancient fame." Martin Hennesay, "A Hercules with sinews strong; you might as well an anvil lick, or stand against a horse's kick." Franz Heubach, "with manners mild, quaint and bland; an emigrant from Fatherland." William Hunton, "sold many a quart of whisky, to make the old Bytownians frisky, and many a pound of Twanky tea and Muscavado vended he."

Sergeant Johnston "who with skill, the raw and awkward squad could drill." Darby, James and Martin Keally were "fiddlers three." Richard Kneeshaw "chemist and druggist." J. R. Lavoie, "a butcher of the olden time, who furnished roasts and steaks most prime." Andrew Leamy "head of many a stirring shine." Joseph Lee who "played at Shylock on the stage, when tragedy was more the rage." James Spencer Lidstone "a man

of memory vast and long; strange mixture he of prose and rhyme, ridiculous and sublime." John Little "in Sussex Street, where erst kept he an Inn of quite a good degree." Watson Little "a stern upholder of the law." E. S. Lyman "dispenser of blisters, pills, and potions, boluses and specific lotions."

Andrew Main "a cannie, sober, honest Scot." James Martin "a round-faced Caledonian, who good eating and drinking knew." Donald McArthur "kept Hotel, where the best of cheer was found." Richard McCann "abode in peace the Sappers' Bridge beside." John McDonald "knight of the knock-down hammer." Thomas McDonald "a man of spirit rare was he, who never made an enemy." John McTaggart "A genius of the highest grade who planned with wise and consummate skill; even from the lock-gates lowest sill to Kingston Mills, the undertaking which cost such time and cash in making." Isaac McTaggart (brother of John), "once known here as Corporation Engineer." John Miller "who first made here such boots and shoes as fashion could not now refuse." John Murphy "as fine a fellow as ever wore the scarlet coat. Full many a battle did he fight, his injured comrades wrongs to right; for well he knew each mood and tense of the old art of self-defence."

Daniel O'Connor "another of the pioneers of Bytown in its early years. And County Treasurer was he, long too a Carleton J.P." Doctor O'Hara "who of Bytown formed a part, and practiced the assuaging art." Dennis O'Neil "a ship-carpenter, who in his day the keel of many a vessel laid." Michael O'Reilly "a man of stature somewhat brief, who largely dealt of old in beef." Joseph Paquette, "Something far better than mere fame is thine; it is an honest name." Lyman Perkins "Thy enterprise hath brought thee gains; 'Tis something to be born with brains." Hilaire Pinard "a quiet, rare man, be it known,

who minds no business but his own." Louis Pinard "always ready to lay a wager on a horse-race."

"And Doctor Rankin, there he goes, with solemn brow and turned-out toes, upon his mottled bob-tailed horse whose canter said, the patient's worse." Peter Riel "once member of the Council here." Pierre Rocque "Thy Christian name is stone—that's hard, Rock is thy surname, saith the bard." William Rogerson "who carried on the lumber traffic with a will." Charles Rowan "who well can speak the Celtic tongue in which the Irish minstrels sung." George Shouldis "a baker of old." Isaac Smith "a gentleman from Tipperary; a horseman rare." Ralph Smith "whose cottage stood embowered in the cedar wood." Nicholas Sparks "came across from Hull his fate to fix. He little dreamed of Ottawa now, when 'mongst the stumps his wooden plough stirred the first sod in times of old; he knew not then that 'twas not mould he turned up and tilled, but gold." Richard Thomas "plasterer of the good old time, who made his bread by sand and lime." Captain Victor "with most aristocratic nose and manners haughty." Patrick Whelan "Wexford Paddy, surely of noisy men the daddy." Captain Andrew Wilson,

"I've got an old sea-lion now,
Who saw the flash of Nelson's eye
Amid the smoke of victory
Both at Trafalgar and the Nile.
O'er flowing bowl, with might and main
He fought his battles o'er again,
Talked of chain-shot, and stink-pot's stench.
And hated cordially the French."

STIRRING EVENTS

DURING the construction of the canal, a number of Irish families in the vicinity of the Lay By occupied two rows of rude huts or cabins, some of which were half-buried in the diggings or in the nearby slopes. In the midst of the settlement stood "Mother McGinty's Tavern," where whiskey was both cheap and plentiful. Many a drunken brawl took place, and soon the District was known as "Cork Town." Lett's description of these rough, hard-working, well-meaning men is:—

"Adepts at handling the spade,
And bruisers at the wheeling trade,
Lovers of poteen strong and clear,
In preference to rum or beer;
Sons of the sod who'd knock you down
For half a word 'gainst Cork's own town."

Father Herron frequently visited these people for the double purpose of catechising them and chiding their faults, and used to thoroughly enjoy telling of an unexpected approach causing "Mother McGinty" to cry out in great alarm "By the Holy Mary! Here's Father Herron." Making a mad rush for the window, her exit was so hurried that she took the sash with her round her neck!

On St. Patrick's Day 1828, between 100 and 200 labourers at the Hog's Back, bearing a green flag, paraded through the village, had many drinks at various places and soon quarreled. In the *Kingston Chronicle* we read, "In a free and violent series of fights with sticks, and clubs and fists, Thomas Ford was killed by a blow from

the limb of a tree. No one could say that Ford died at McKibbon's hands". . . . "A corporal and two Privates of the Sappers and Miners placed McKibbon in jail at Longueil, and in August Abraham Dow brought him to Perth for trial, where he was charged with the murder of Ford. In the evidence given, one witness said, "The flag was carried to *illuminate* St. Patrick's Day," and another that "They were all Roman Catholics, so there could be no party complaints" . . . "Abe Dow said he saw a number of men amusing themselves fighting. One Hosey saw much fighting, and was abused himself before Ford was killed. All were drunk, dancing and fighting, and Hosey saw the prisoner lying against a stump crying out 'Murder', and thinks he was in defence of his life. It was Hog's Back party against Bytown, and the jury brought in a verdict of 'Not Guilty.'

At a public meeting held on the 23rd of March 1828, it was decided that "From the peculiar situation of the Town, which is so far from the seat of Government (Perth) and has a mixed population whose varied interests often bring danger to the peace of the inhabitants and the property therein, therefore be it resolved that Magistrates, Officers, etc., are indispensibly necessary on the spot." The officers elected were:—*Chief Magistrate*, James Ferguson; *Dean of Guild*, Dr. A. J. Christie; *Town Clerk*, Daniel O'Connor; *Treasurer*, John McTaggart; *Bailiffs*, Thomas MacKay and James Black; *Deacons*, Joseph McClarey, Robert Lang and M. Naughty; *Surveyor*, M. Bellows; *Governor of Trades.*, George Lang; *Councillors*, James Black, G. Burk, John Burrows, Thomas Burrowes Robert Drummond and Alex. McMartin.

The first fair in Bytown was held late in July 1829; in the open space west of the present site of St. Andrew's Church, at the corner of Wellington and Kent Streets.

Two rows of white tents were pitched in real Irish fashion, Hall's confectionery was where the American Bank Note Company's building now stands, liquor flowed freely, and horse races were held on Wellington Street, west of Bank. Disputes over the betting soon led to a general free fight, Lett's version being:—

"'Twas not to buy or sell they came,
From far and near, the blind and lame,
The grave, the merry and the gay
Upon that old eventful day.
They all assembled, wild and free,
To have a ranting, roaring spree.
A fiddler here the catgut drew,
And there a Highland piper too
Shrieked forth with loud and stirring bar
And boding battle notes of war.

'Twas afternoon, and frolic's pacing
Was then diversified by racing.
Bets then were made, and up the money,
Pat Ryan's horse and Davy's pony
Together entered for the match.
Fair, free and gallantly they started,
And headlong up the street they darted.
They ran together without check
And passed it almost neck-and-neck;
So close the judges, though they tried,
The winning horse could not decide."

"Thus ended Bytown's first old Fair,
A Donnybrook, most rich and rare."

THE SHINERS

Nowhere in the whole wide world is there an industry rivalling in romantic association that connected with the early days of the timber trade of the Ottawa and its tributaries. Upon these streams, the uncertainties of life gave to the occupation of raftsmen such an irresistible charm that it attracted to itself the hordes of almost savage men who took part in this hazardous calling. Of the many dangers encountered, the greatest of all is that of

breaking a log jam, which is often held in place by a "key log" braced against a ledge of rock, and the cutting away of this log is the most dangerous undertaking of a river driver's life. With tightened belt, and round his waist a rope whose end is held by his anxious and admiring companions on shore, the daring fellow leaps out upon the quivering timbers, and every blow of his axe is watched with intense anxiety. When the tangled mass of timber begins to move, the axe is flung into the water and frantic leaps are made from stick to stick, until the shore is reached—or, in sorrowing silence, his mangled body is hauled ashore; his last portage made, the tump-line never again to compress his swollen and wearied temples, for he is drifting away in the gloomy haze of that endless lake where none but departing canoes are ever seen.

At first, the river drivers were French Canadians descended from the early voyageurs, but mingled with their Breton or Norman blood there often flowed the fierce, passionate currents of Indian forbears whose sway over the river had never been questioned, except by rival tribes. About 1828 the number of English-speaking raftsmen began to increase, and it was not long before an attempt was made to drive the French-speaking raftsmen from the river; the most bitter of the new-comers being men from the neighbourhood of Limerick, and the descendants of Cromwellians who had intermarried with Indian women. Animosity based upon racial and economic grounds soon led to hatred, lawlessness and bloodshed. Below each waterfall there was usually a well patronized grog-shop, and it was utterly impossible to enforce law and order. . . . At Hull, a number of the Irishmen engaged in the building of bridges of oak timber were known to the French-speaking people as *cheneurs*; a corruption of which probably accounts for the origin

of the word "Shiner," applied to the lawless English-speaking raftsmen of that time. Another explanation is that the newly minted half crown pieces which they pushed across the bar of one Benedict at the Little Chaudiere Fall were usually accompanied by some such remark as "Give us some rum; here's your shiner," and still another is that many of the "greenhorns" who came up the river to hire as raftsmen wore a black silk hat known as a "shiner." Upon seeing such an one, the raftsmen raised a cry of "Teo! Teo!" and the first of them to reach him, unceremoniously smashed it down over his head and face.

For nine or ten years these lawless fellows terrorized many peaceable citizens by such playful antics as going to an enemy's home, stripping the children of their clothing and making them run through snow drifts, scattering the furniture over a radius of a hundred yards, or blowing up the little home with gunpowder. In 1837 James Johnston, a very popular man in Bytown, was attacked by Shiners and thrown over the Sappers' Bridge. In the *Bytown Gazette* of February 23rd, 1837, we read: "Our Magistrates are not remiss in their conduct or activity, but the want of a Gaol, and our proximity to the Lower Province, allow frequent escapes. Many of our irregularities are to be blamed on unlicensed tippling places. Licensed Tavernkeepers should form an association for their own protection and the checking of these traders. It is unfair that outrages should be attributed to the Lumber Trade. A magnifying of this, on getting to Britain, would offer another excuse in some quarters for the repeal of the duties on Baltic Timber." Nearly all of the prominent Shiners met with violent deaths. "Jimmy the Wren," whose proud boast was that he was "a dead shot with a stone at any distance," had his head broken by a French Canadian whom he attempted to crowd off

the sidewalk in Lower Town; another was fatally wounded by the discharge of a gun in his own hands as he was stepping into a stage; another was killed by the upsetting of his buggy; and others were executed for murders committed in various parts of the continent.

ELECTION EXCITEMENT

As the union of Upper and Lower Canada was slated to take place in 1841, Bytown attached great importance to the election of her first representative in the new Legislature. Nominally there were some 600 voters, but in reality only 90, because most of them lived on Ordnance lands bought in 1823 and leased to them by Colonel By. Only those who bought land from Nicholas Sparks or Theodore Besserer were entitled to vote, but three years later this injustice was overcome by legislation which permitted those living on Ordnance land to buy it. In August, 1840, William Stewart announced his candidature as an Independent, and soon afterward Robert Sheriff, of Fitzroy Harbour, came forward as a Conservative Reformer. At the request of 70 out of the 90 electors of Bytown, Dr. A. J. Christie then offered to run; and a fourth candidate, in the person of James Johnston, also presented his claims. On the 23rd of September, Lord Sydenham paid his first visit to Bytown, held a conference with Christie, Sheriff and Johnston, and made it very plain to them that he was anxious to have Stewart Derbyshire in the new Legislature. Derbyshire had come to Canada in 1838, was a skilful politician, and for a time was editor of the *Montreal Courier*. On the 25th of September Christie announced in his paper, the *Bytown Gazette*, that he wished to withdraw his name "because of failing health," and suggested that the name of Stewart Derbyshire be substituted for his. Sheriff and

Johnston also bowed to the will of the Governor-General, but William Stewart, who was not in Bytown at the time of the conference, refused to withdraw from the contest.

Derbyshire was an entire stranger to the Village, but had no hesitation about issuing an election address characterized by fulsome flattery. The *Gazette* strongly supported Derbyshire, but throughout the Province the press strongly resented the foisting of a stranger upon Bytown. Voting took place on the 8th and 9th of March, and the wildest excitement prevailed. There were no ballots to be marked in secret, but each voter announced which candidate he wished to support and was often set upon by his political opponents. At the close of the poll, Stewart Derbyshire was declared elected, "by a majority of 27 out of 81 votes, with a reserve of 16." Then there followed some angry newspaper correspondence, and the filing of the following protest:—"I, William Stewart, Candidate at the election for Bytown, do most solemnly protest against the return of Stewart Derbyshire, Esq., upon the following grounds:—1st. Under Executive influence he was recommended and introduced to the inhabitants of Bytown, and his canvass carried on, using the Governor's name; 2nd. He refused to state where the property is situated on which he declared his qualifications. 3rd. The Returning Officer did not keep order; my voters being threatened and prevented from coming to the Poll; 4th. The Returning Officer reported votes contrary to the letter and the spirit of the Law; and, against my will, administered the Oath to persons in an intoxicated state; 5th. My Counsel and friends were insulted and assaulted by the partisans of Stewart Derbyshire, Esq., and were not protected by the Returning Officer; 6th. The Returning Officer refused

to record my objections and remarks with respect to voters."

It is certainly a matter of regret that the honour of being the first member to represent Bytown did not go to one of its founders but there is some satisfaction in knowing that at a bye-election held the following year Mr. Stewart was elected for Russell, and at the next general election was chosen to represent Bytown. In 1848, John Scott represented Bytown, and later Agar Yielding. From 1857 to 1863 Richard W. Scott was member for Ottawa; from 1863 to 1882, J. M. Currier; from 1877 to 1882, Dr. St. Jean; from 1882 to 1896, Sir Charles Mackintosh and Joseph Tasse. In 1887, W. G. Perley and H. Robillard were elected; from 1911 to 1921 Alfred E. Fripp was member; from 1911 to 1921 and again in 1926, Dr. J. L. Chabot; from 1921 to 1925, Hal McGivern; in 1921, E. R. E. Chevrier; in 1925, Stewart McClenaghan; whilst the present members are Gordon Edwards and Dr. J. L. Chabot.

STONY MONDAY RIOTS

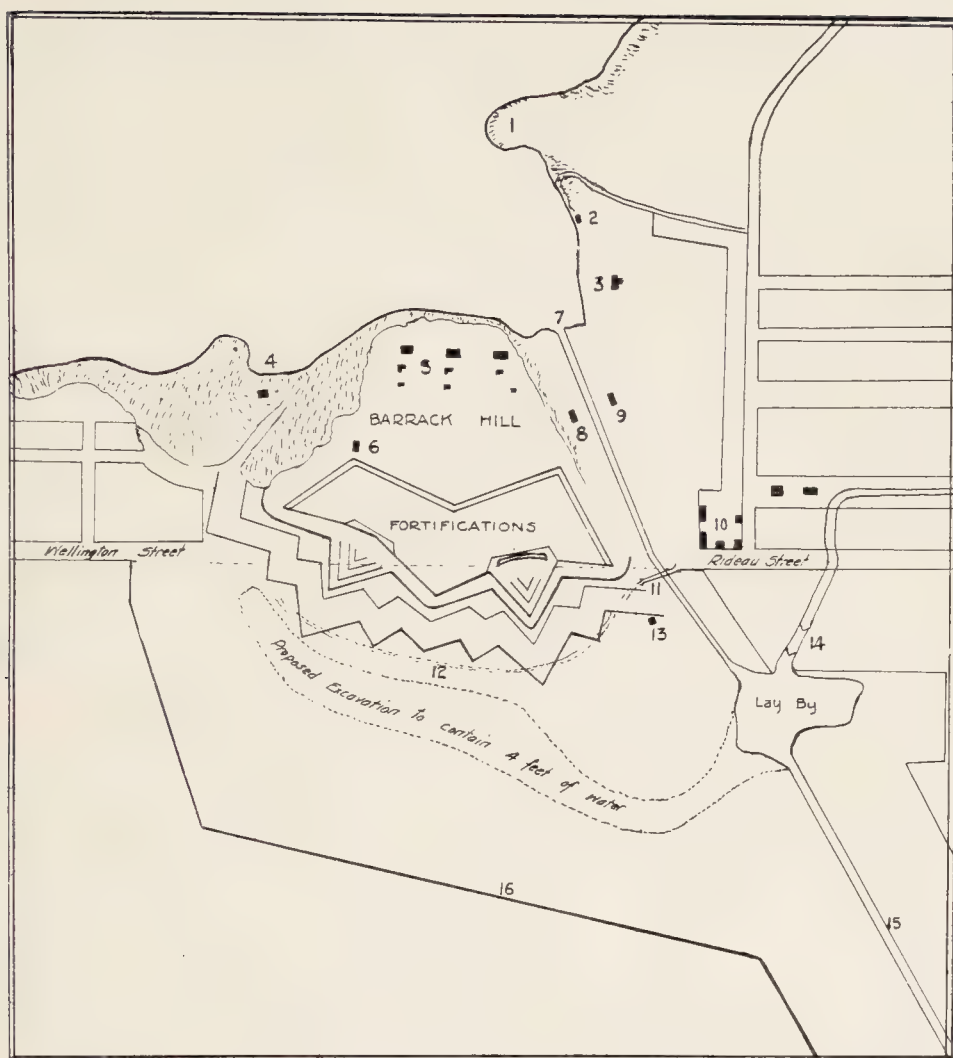
In 1849 the peregrinating Canadian Parliament was located at Montreal, and passed the famous 1837 Rebellion Losses Bill, which was most unsatisfactory to the Loyalists, or Tories as they were called. Lord Elgin was Governor-General at the time, and, in spite of all protests, signed the Bill. At this distance of time, it is difficult to see how he could have acted otherwise. The majorities in the House of Assembly never fell below 20, and the measure finally passed by 47 to 18. Elgin pointed out that there was a majority not only amongst the British members of Lower Canada but also in Upper Canada, so it would appear that he acted wisely under trying circumstances. Most unfortunately party feeling ran high, riots occurred all over the

Province, and on the 25th of April 1849, the Parliament Buildings in Montreal were burned.

In September Lord Elgin made a tour of the Canadas, and in most places got anything but a cordial reception. In Bytown, however, a number of prominent citizens who never lost sight of the possibility of the Capital of Canada being located here, wished to tender Lord Elgin a public reception of a non-political character. Accordingly, a deputation of Reformers and moderate Conservatives waited upon William Stewart (candidate chosen by the British American League, for the next general election), and urged the desirability of tendering Lord Elgin a reception befitting his office. This League was a Conservative political organization which did much to keep up the agitation over the Rebellion Losses Bill; so Mr. Stewart suggested that the proposal be submitted to a meeting of the League he held for this purpose, but it proved such a stormy one that little hope was entertained of the Governor being cordially received. When it was learned that Lord Elgin was visiting Kingston, a number of prominent Bytown citizens belonging to both political parties presented a petition to Mayor Harvey, asking him to call a public meeting for the purpose of adopting an address to be presented to his Excellency and of arranging for a fitting reception. This the Mayor declined to do, so two of the town magistrates called a meeting for "Monday the 17th of September, at 2 p.m., at the North (By) Ward Market." An hour later the mayor called a meeting to be held in the "West (Wellington) Ward, for Wednesday, the 19th of September". During Sunday night and Monday morning, wagon loads of farmers from Nepean, Fitzroy, Huntley, Goulbourn, North Gower and Gloucester poured into Bytown. By ten o'clock there were about 500, and by two o'clock 1,500 assembled at the North Ward Market, where a large

platform had been erected for the speakers. Promptly at two o'clock the Mayor called the meeting to order, and Magistrate Sparrow nominated John Scott, Liberal member for Bytown, as chairman. Immediately Edward Malloch, Conservative member for Carleton, nominated Mayor Harvey, when such an uproar took place that order could not be sufficiently restored to obtain a division on the question of the chairmanship. Props under the platform were pulled out, and the speakers were precipitated to the ground. Every effort to restore order failed, and soon the crowd got beyond control. Angry words soon led to blows, and in about three minutes every loose stone on the market square was hurtling through the air; whence the name of "Stony Monday Riot." In the midst of the melee a shot was fired, and a general run for arms took place. "The farmers were plentifully supplied from a store on Rideau Street, and the inhabitants supplied themselves as best they could. Between forty and fifty shots were exchanged, about twenty wounded, and young David Borthwick (an innocent spectator of the fight) was killed."

About twenty minutes after the riot started, two companies of the Royal Canadian Rifles, under Colonel Clements and Lieutenant Hollis, were marched down from Barrack Hill, and in the *Bytown Gazette* we read: "Instead of going towards the spot, they were sent through bye-streets, and, contrary to the desire of the magistrates, some fifteen arrests were made, chiefly of the inhabitants. The greatest partiality was displayed by those who controlled the movement of the troops. Under guard of the troops, the Tories placed Dr. Hill in the Chair, and passed an address, which of itself explains the imbecility of the Tory leaders." Early on Wednesday, the friends of the Liberals poured into Lower Town in great numbers, whilst the Tories from Nepean, March,



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FORTIFICATIONS

PROPOSED FOR DEFENCE OF WHAT IS NOW KNOWN AS "PARLIAMENT HILL," OTTAWA

- | | |
|--|---|
| 1. Nepean Point and Park | 10. Royal Engineers Yard |
| 2. Stirling's Brewery | 11. The Sappers' Bridge |
| 3. Colonel By's House | 12. Footpath round base of Barrack Hill |
| 4. Small Bay at north end of Bank Street | 13. Lock-master's House |
| 5. Buildings on Barrack Hill | 14. Gates to control flow of water through the "Bywash" |
| 6. Well on Barrack Square | 15. The "Deep Cut" |
| 7. Entrance to Rideau Canal | 16. Boundary of land taken from Nicholas Sparks. |
| 8. Ordnance Store House | |
| 9. Office of the Royal Engineers | |

Fitzroy, Huntley, Marlborough and Goulbourn assembled in great numbers in Upper Town. Both parties were completely armed, as if the country were in a state of war. "Fortunately the mayor had issued a proclamation to suppress the meeting he had so improperly invited occasion to call." The peaceable and well-disposed citizens made strenuous efforts to reconcile the opposing parties, and two companies of infantry were placed on the Sappers' Bridge to prevent collision. "But for any one, or all, of these fortunate incidents, one of the bloodiest tragedies on record would forever hereafter have blackened the character of this fair town." In hostile array the Tories were drawn up on the brow of Parliament Hill and the Liberals on the Market Square in Lower Town, "all well armed with guns and fixed bayonets—perhaps 1,000 men in all." From the Wright Armoury at Hull, two cannon were secured, placed on Sussex and Rideau Streets, and loaded to the muzzle with ox-chains, to sweep away any hostile force crossing the bridge. "About two o'clock the mob on Government Hill moved toward Wellington Street. When opposite Doran's Hotel, a cry of 'Halt and Turn' caused every man to dash in the direction of Lower Town. At the bridge they were met by a barricade of bayonets. Fortunately the proposal to charge the troops was overruled by the better element." . . . "About four o'clock the country people left the hill in a body, and, with fife and drum and party flag, marched into Wellington Street headed by a magistrate, and fired off about fifty shots. Thus the counsel of influential parties on both sides brought to a close this disgraceful affair."

All through his trying experience as Governor of Canada, Lord Elgin showed a forbearance and patience that could hardly have been expected of him; his qualities of mind and heart enabling him to cope most successfully

with racial and political difficulties which met him during a very critical period of Canadian history. No governor was ever worse treated by the Canadian people, and yet no proconsul is entitled to more grateful remembrance. In 1853 he visited Bytown, and was given a most cordial reception. At Blaisdell's foundry three four-pound cannon or mortars were cast, and boomed in honour of his arrival as though they had been cast in Woolwich. Two of them were burst afterwards, but the third is in possession of Dan McLachlin of Arnprior.

EARLY CHURCHES AND SCHOOLS

BETWEEN 1822 and 1827, Rev. Father Herron was Roman Catholic priest at Richmond, but in the latter year Bishop McDonnell sent him to Bytown. Pierre Desloges built him a house near the corner of Vittoria and Kent Streets, and, for a time, services were held in a building near the water's edge at the north end of Bank Street. For two years he laboured in this parish, but has left no record of his work. Lett's description of him is,—

“His country one can scarcely miss,
Such pure Hibernian brogue is his,
A merry twinkle in his eye,
Not sanctimonious, nor yet sly.”

From June 1829 to July 1831, the Rev. Angus McDonnell (nephew of Bishop McDonnell) was parish priest; during which time services were held in the upper part of the Market Building on George Street and in a little frame church near the corner of Elgin and Sparks Street. In 1831, Rev. Father Lalor purchased three lots of Ordnance land on the east side of Sussex Street, and on one of these a small wooden chapel was erected. During the dreadful cholera epidemic of 1832 Father Lalor did heroic work, and left on the 2nd of November. During the next two years, Rev. J. Cullen was in charge. Then came Rev. John O'Meara for a year or two; followed by the Most Rev. Angus McDonnell, assisted by the Rev. John Cannon. Between 1836 and 1842, Father Cannon took complete charge, and the chapel was enlarged by adding a gallery. Father Cannon was a man of great moral force, was a fluent speaker in both English and

French, was a finished equestrian, and was always ready to jump into the wildest fray for the purpose of parting contestants. In 1839, the wooden chapel was moved across the street to make room for the beautiful cut-stone Basilica built by Antoine Robillard.

During the summer of 1842, four different missionaries came and went, but on the 26th of October, the Rev. Patrick Phelan came, with the title of Vicar-General. On the 28th of February, 1843, he was ordained a Bishop and was sent to Kingston. For some time thereafter Oblate Fathers sent from Montreal took charge, "to create and organize new parishes by following step by step the rapid progress of colonization, to convert the Indians, and to strengthen the faith of the thousands of labourers abandoned in the lumber camps." Then came Rev. Father Molloy, who gave forty-five years of a most devoted and useful life to his co-religionists and compatriots. On the 15th of August 1846, the Basilica was solemnly blessed and dedicated by Fathers Telmon, Dandurand and Molloy.

On the 30th of June 1848, Monseigneur Eugene Bruno Guiges was consecrated first resident Bishop of Bytown. In 1849, a very superior organ was installed by Gasserant, and in 1861 was restored by Mitchell. In 1864 the Basilica was enlarged; being now 200 feet long, 72 feet wide and having two beautiful stone towers of light open Gothic work.

During the early summer of 1828, Nicholas Sparks presented "The Established Church of Scotland" with the lot at the south-west corner of Wellington and Kent Streets, and his generosity was recognized by granting him "the ownership of a pew for all time." During a lull in the work of building the canal locks, Thomas MacKay lent his force of stone-masons to erect the fort-like

walls of "The Scotch Kirk" as St. Andrew's Presbyterian Church was then called. The *Kingston Chronicle* of October 11th, 1828, says, "On Sunday, the 28th of September, the Scotch Presbyterian Church at Bytown, was opened for divine service by the Rev. John Machar, M.A., of Kingston, who delivered two most appropriate and impressive sermons to a numerous and respectable congregation." On the 9th of January 1829, the first "Kirk-Session" was organized; the first three elders being Thomas MacKay, Daniel Fisher and Thomas McDonald.

The first regular Minister was the Rev. John Cruikshanks, M.A., who was paid an initial salary of £100, and was here from 1830 to 1843. For a time he was then at Brockville, later on at Niagara, and finally returned to Scotland. The Scotch Kirk was heated with large wood box-stoves, the long stretches of pipe had small tin cans suspended from them at intervals to catch the tarry drip, the high-backed pews were closed in and provided with locks and keys, and the octagonal pulpit and precentor's desk were elevated and provided with an extinguisher-like sounding board. In describing the solemn hush of this place of worship on a warm summer day, one of its oldest members says, "I can see it yet; with the open windows and the lilacs peeping in, the droning of the summer grasshoppers, and the quiet rustle of the soft black silk worn by the minister's wife as she glided into her pew." On the 3rd of April, 1837, the Crown deeded to St. Andrew's Church, "The whole of Lot H in Concession C, Rideau Front, in the Township of Nepean," which contained 178 acres bounded by Carling Avenue and Patterson Creek, Main Street, Muchmore Street and Bronson Avenue, and has ever since been known as "The Glebe Property." Next day a congregational meeting was held and a resolution passed "To

appoint a Committee to take care of our interests from time to time." In the early forties a solid stone manse was built where the Sunday School Hall now stands.

The second minister of St. Andrews was the Rev. Alexander McKidd, M.A., from 1844 to July 1846. There there was an interval of "hearing ministers," and the "calling" of the beloved William Durie, who was inducted in the spring of 1847 and threw himself so vigorously into the work of caring for the poor typhus-stricken immigrants passing through Bytown that he contracted the dread disease himself and died in September. In July 1848, the Rev. Alexander Spence, D.D., began his long and useful ministry of nearly twenty years. In 1854 the church was enlarged. During 1865 the Rev. J. H. McLardy was Assistant Minister, and during 1866 and 1867, the Rev. Daniel Miner Gordon. Two years later Dr. Gordon returned as Minister, remained until 1883, was in Winnipeg for a time, and for many years was Principal of Queen's University, Kingston, Ont.

On the 7th of August, 1883, the Rev. W. T. Herridge, D.D., was inducted. In 1913, the Rev. A. M. Gordon was Assistant Minister, but in 1914 went overseas with the first Canadian Contingent and served with distinction throughout the Great War. Early in 1919 Dr. Herridge's request to retire after thirty-six years of brilliant and distinguished service was most reluctantly granted, and he was appointed Minister Emeritus. Until June 1925, (when many of the congregations of the Presbyterian Church in Canada, by a majority vote, decided to become a part of the United Church of Canada), the Rev. George Kilpatrick, B.D., was Minister. He is the only son of Rev. Professor Kilpatrick, of Knox College, Toronto, and during the Great War, also served with distinction overseas.

The chief promoters of the first Methodist Church in Bytown were John Burrows, Joseph Coombs, Benjamin Rathwell and a Mr. Playter. In a lane connecting Rideau and George Streets, a large wooden building was erected in 1828, but lack of funds prevented its completion before a spark from a slash burning in the neighbouring woods burned it to the ground. Once more the generosity of Nicholas Sparks was shown, and they were given a lot near the corner of Sparks and Elgin Streets; where a neat stone chapel was erected. Of the promoters of this church, Lett says, "John Burrows, too, with a serious air sung hymns and offered frequent prayer, and taught a Sunday School with might to spread religion's early light;" and it is pleasant to know that every Sabbath Day the Society generously loaned its chapel to the Rev. Amos Ansley, (Rector of Hull), for the services of the troops stationed on Barrack Hill. The third building was erected at the north-west corner of Albert and Metcalfe Streets; where the old Dominion Methodist Church stands. In June 1829, a contributor to the *Perth Independent Examiner*, in referring to the harmonious way in which the Roman Catholic, Presbyterian and Methodist people got along together says, "Each of these places of worship has been built by public subscription, and it is but a just tribute to the liberality of religious feelings in Bytown (the surest test of a Christian's principles) to state that those of the different persuasions have mutually contributed to aid each other in this object."

In 1832, Nicholas Sparks presented the Anglicans with the land on which Christ Church Cathedral stands, at the north-east corner of Sparks Street and Bronson Avenue. In 1833, the Bishop of Quebec consecrated the small stone building which had been erected, but it was only a Mission Church, until 1837; when the Rev. S. S.

Stone was appointed Rector. In the old records one may read, "This Mission has no endowments, glebe, parsonage, or burial ground. The dead are at present buried in a small plot of ground on sufferance, but which is included in the site of the proposed military defences." About 1865 a Rectory was built for the Rev. J. S. Lauder, and by 1871, the Cathedral had been enlarged to seat 1,000 people.

About the middle of the forties the Baptists held services in the home of George Patterson, on Waller Street, the pastor being a Mr. Dick. Later on services were held in Temperance Hall on Elgin Street, and in 1856 there was a church where the Bell Telephone building on Queen Street stands. Some of the pastors have been Revs. Joseph Elwell, Roberts, Edwards, J. Mackie, R. J. Langridge, McPhail, and A. A. Cameron, the latter being in the church erected in 1900 at the corner of Elgin Street and Laurier Avenue West.

In 1848 the Congregationalists had a church on Queen Street, where the *Ottawa Journal* building now stands, the first pastor being Rev. J. Elliott. For a time they were without a pastor, but in 1860 a new church was built at the corner of Elgin and Albert Streets, where the Rev. John Wood was pastor for a long time, and was followed by the Rev. William McIntosh.

The Ottawa Directory for 1924 shows that there were then eighteen Roman Catholic churches and missions, fifteen Presbyterian, twelve Methodist, twenty Anglican, nine Baptist, twenty-seven of other denominations, and nine centres of activity controlled by the Salvation Army, making a total of 110.

EARLY SCHOOLS

A century ago the sparseness of the population in Upper Canada, the poverty of the settlers, and the grim battle constantly being waged to clear the land of timber

and get it under cultivation made it impossible to offer salaries that would attract educated men and women from older-settled and wealthier countries to take charge of the schools. Many boys and girls of twelve to fourteen years of age were compelled to assist their parents during the whole of the summer, and in winter there was a woeful lack of competent teachers. In the whole province there were only 350 "common schools" with an attendance of 8,000 pupils, and in the eleven "District" or "Grammar Schools" only 300. In the common or public schools many of the teachers were discharged soldiers or itinerant pedagogues from the United States; so the education of the children was usually a matter for private enterprise.

In the spring of 1827 an American named Fletcher opened a school on Rideau Street, but remained only a short time. In 1828 James Maloney, from Wexford County, Ireland, opened a school near the Bywash, but soon moved to the corner of Besserer and Mosgrove Streets. The building occupied was a rough log house with a "scoop roof," and stood on land which Colonel By thought of taking for canal purposes; so, for half a crown, he offered Maloney the lot on which the stately Basilica now stands. His land not being required, Maloney was undisturbed, but in 1838 moved to 102 Clarence Street, where he taught until 1878. Lett describes him as "A fixed star in the teacher's heaven since the old days of twenty-seven. He taught, and ne'er forgot the taws; the handle was just two feet long and well he trounced the noisy throng." James Maloney was a man of good education and address, and instructed his pupils in "Reading, Writing, Arithmetic and English subjects," besides managing a night school "where those of riper years can be carefully and expeditiously instructed in Reading, Writing, Arithmetic in all its various ways,

Book-keeping with Double and Single Entry, English Grammar, Geography with the use of Globes, Geometry, Algebra, Navigation, &c.; all according to the precepts of the most modern and approved writers." As late as 1923 this famous old schoolhouse was one of the few uncovered log houses still standing in the City of Ottawa.

In 1830 J. R. O'Reilly and a Mr. O'Grady opened schools east of the canal, and a Mr. O'Leary had one on William Street. On Cliff Street a school was opened by a Mr. Turner, but neither he nor O'Leary remained more than a year or two. James Agnew, "a man of nerve and erudition," also taught here at an early date. In 1832 Lyman Perkins built a school at his own expense; the first teacher being Miss Kemy, an American, and the number of pupils about twenty. In 1833 Hugh O'Hagan (later known as Hugh Hagan) came here from St. Mary's, Ontario, and opened a school close to the corner of Sussex and Murray Streets. Lett says he was "A man with learning, grace and mildness pictured in his face." About the same time Paul Joseph Gill, "a man with much tuition fraught, taught at the old creekside." In 1835 James Moffatt established "A School for Advanced Scholars" on York Street (between Sussex and the By Ward Market), and soon had between fifty and sixty pupils, ten or twelve of whom were girls. During this same year a Miss Playter opened "A Seminary for Young Ladies" on Sparks Street, near Christ Church Cathedral. From about 1835 to 1848 Peter Aikin Egleson taught in his own "Academy on George Street North," and then went into the grocery business. In 1837 the Rev. R. Short opened "A School for both Boarders and Day Scholars." In 1838 James Fraser, who had taught at Quebec and Montreal, and fought in the rebellion of 1837, opened a school in New Edinburgh; in a one-roomed house on John Street, a short distance from Sussex. In

1848 he came to Bytown as assistant to John Wilson, in the "Duke Street School," and was followed by William Stewart. Then came David Wardrope (who left in 1849 to attend Knox College), and Duncan Robertson, who was there several years. In 1838 Mr. and Mrs. Cloran opened a girls' school on St. Patrick Street, whilst on Wellington Street (near Bay) Mr. McKenzie from Perth opened a school for boys and Mrs. McKenzie one for girls. About the same time James Elder held school in a large frame house afterwards known as Kirk's Hotel and later as the Exchange Hotel, on the site of the present Butler House. On William Street there was also a school kept by a Mr. Duggan, followed by a Mr. McCullough.

In November, 1840, R. E. Webster established a school "for those desiring to learn Greek, Latin, Philosophy, Reading, etc." In the early forties Alexander Gibbs had a private school in Upper Town, before studying law; Mr. Robertson had a school on Vittoria Street; Miss Wilson one on Wellington Street where the Bank of British North America stood (opposite the Mortimer Printing plant); Miss Lett had a school on Wellington near Bay; and Mrs. Motherwell had a Primary School on Besserer, near Water Street.

In 1843, the District of Bathurst was divided, the eastern part being designated as the District of Dalhousie, and in 1844 a County Model School was opened at the corner of Queen and Duke Streets, on land presented by Captain Le Breton. The first Principal was a Mr. Carey, "a genial kindly man" who later became an Anglican clergyman, and his Assistant was Mr. Healey, who afterwards opened a bookstore. The second Principal was John Wilson, who became a lawyer, and was followed by William Stewart, until the school was closed in 1874.

In 1845, Miss Fraser and her four sisters (daughters of a Presbyterian Minister in Lanark), opened a Ladies College in the old Congregational Church on Elgin Street, and in 1852 moved to a large frame building at the north-west corner of Sparks and Elgin Streets; one of their former pupils being Mrs. Harriet Symmes of 603 Maclaren Street. During this same year Four Grey Nuns sent from Montreal opened a school in a small wooden house near the Basilica, which grew very rapidly and eventually became the large educational institution at the south-east corner of Rideau and Cumberland Streets.

In 1847, Bytown was incorporated as a Town, but not until the 20th of November, 1848, was the first meeting of "The Common School Trustees of Bytown" held. Those present were His Worship the Mayor, John Bower Lewis, M.P., John Chitty, Henry James Friel, Isaac McTaggart, Daniel O'Connor, Dr. Robichard and Richard Stetham. The teachers employed were Hugh Hagan, James Maloney, Messrs Mignault, O'Leary and Robinson, Mrs. Sproule, the Misses Burwash, Fraser and Simpson, and Sisters Hagan, Poulin and Rivas. The total expenditure for the year was £132, but by 1850 salaries of £150 a year paid to the men and £75 to the women employed. In 1849 James Fraser was Principal of the old "South Ward School" on Daly Avenue; his successors being Mr. Pritchard and Mr. Rothwell. In 1857 this school was moved to a large frame house at the corner of Besserer and Cumberland Streets. In 1858 some of the newly engaged public school teachers were Messrs. Chisholm, McKee, Platt and Pope, and Misses Carey, Currie, Robertson, Smith and Weatherhead.

Up to 1867 the Board of Education housed the schools under its care in rented rooms. In that year Hiram Robinson was elected a Public School Trustee. For 23 years he was Chairman of the Public School Board, and

then served on the Collegiate Institute Board for four years. In conjunction with T. H. Kirby, Major W. J. Wills and Peter Lesuer he decided on the policy of the city building its own schools. Accordingly the St. George's and Ottawa Ward Schools were united to form the "Central School East," with Archibald Smirle as Principal, and a new building was erected on George Street. Later on Mr. Smirle was Public School Inspector for the County of Carleton. In 1868, the Bolton Street School was opened. In 1869 all the schools west of the canal, except the "Duke Street School" were united to form "Central School West," on the east side of Kent Street, between Slater Street and Laurier Avenue. The first Principal was James Brebner, who later was Public School Inspector for the County of Lambton, and whose son is Dr. James Brebner, Registrar of the University of Toronto. The succeeding Principals were E. D. Parlow, John Munroe and Thomas McJanet. In 1874 the Waller Street School was built, was burned in 1886, and was rebuilt in 1887. In 1891 the Bolton Street School was enlarged, and in 1903 was replaced by a new building. From 1871 to 1876 the Rev. H. J. Borthwick, M.A., was Inspector of Ottawa's Public Schools. During the next thirty-four years John C. S. Glashan, L.L.D., a profound mathematician and a man of untiring energy, was Inspector, and won the respect and admiration of tens of thousands who knew him. Since 1910 James Harold Putman, B.A., D.Paed., has been Inspector.

Ottawa's Separate Schools date from February 1856, but the records from then to 1864 have been destroyed. In that year Rev. John L. O'Connor was Chairman, and the other trustees were Rev. F. Cooke, Dr. Riel, and Messrs. Friel, Goode, Proulx, Albert and O'Brien. In 1910 there were 18 trustees. For the academic year

1924-5 there were 37 schools under their charge, with 244 teachers and 10,228 pupils; whilst in the 24 Public Schools there were 300 teachers and 12,251 pupils. For the large number of students in private schools, seminaries, convents and ladies colleges, no figures are available.

OTTAWA COLLEGIATE INSTITUTE

In May, 1843, the Dalhousie Grammar School was opened in the downstairs rooms of a rented frame building on the east side of Waller Street, a few yards south of Daly Avenue. The first Headmaster was the Rev. Thomas Wardrope, M.A., who retired in 1845, and afterwards became Moderator of the General Assembly of the Presbyterian Church in Canada. Later on the Grammar School was housed in a white frame building about 24×45 feet, on the south-west corner of Albert and Elgin, and finally in a frame building where the Russell Theatre now stands. The second Headmaster was the Rev. John Robb, M.A., who had charge from 1845 to 1850, and was assisted by Mr. Callenach, Pere Mignault and Frere Collins. The third Headmaster was William Aird Ross (1850-1856), who studied law and later became County Judge. During his regime the name of the school was changed to that of the Ottawa Grammar School. From 1856 to 1858 Timothy Millar, M.A., a graduate of Trinity College, Dublin, was Headmaster, and the fifth was the Rev. H. J. Borthwick, M.A. (1858-1862), who afterwards conducted the Ladies College established in 1859, was Public School Inspector of the Ottawa Public Schools from 1871 to 1876, and on moving to southern Manitoba became the pioneer missionary and teacher and Inspector of Public Schools.

The sixth Headmaster was Dr. John Thorburn (1862-1881), a graduate of Edinburgh University. In 1871 an Act was passed permitting girls to attend the Grammar

Schools, French and German were added to the course of study, the name of High School was substituted for Grammar School, and schools with four or more masters especially well qualified to teach Classics, Mathematics, English and Moderns were granted the title of Collegiate Institutes. Ottawa, Kingston, Hamilton, Galt, St. Catharines and Peterborough were the first schools to enjoy this distinction. In 1872 the sum of \$3,200 was paid for the Lisgar Street property, and in 1874 the contract was let to George Crain for the beautiful stone building first erected, the total cost at completion being \$25,574. Since then several additions have been made. In 1881 Dr. Thorburn retired, became Librarian of the Geological Survey of Canada, and for many years was Chairman of the Collegiate Institute Board.

The seventh Principal was John Macmillan, B.A. (1881-1904), and the eighth Alexander Hiram McDougall, B.A., LL.D., who has been on the teaching staff for 38 years and for twenty-three years has guided the development of this great school of which Ottawa is so justly proud. In 1922 a second large building, known as the "Glebe Collegiate" was erected on the west side of Percy Street (between Carling Avenue and First Avenue) to accommodate students living in the southern part of the city. In the two schools there are now 62 teachers and some 2,139 students under instruction.

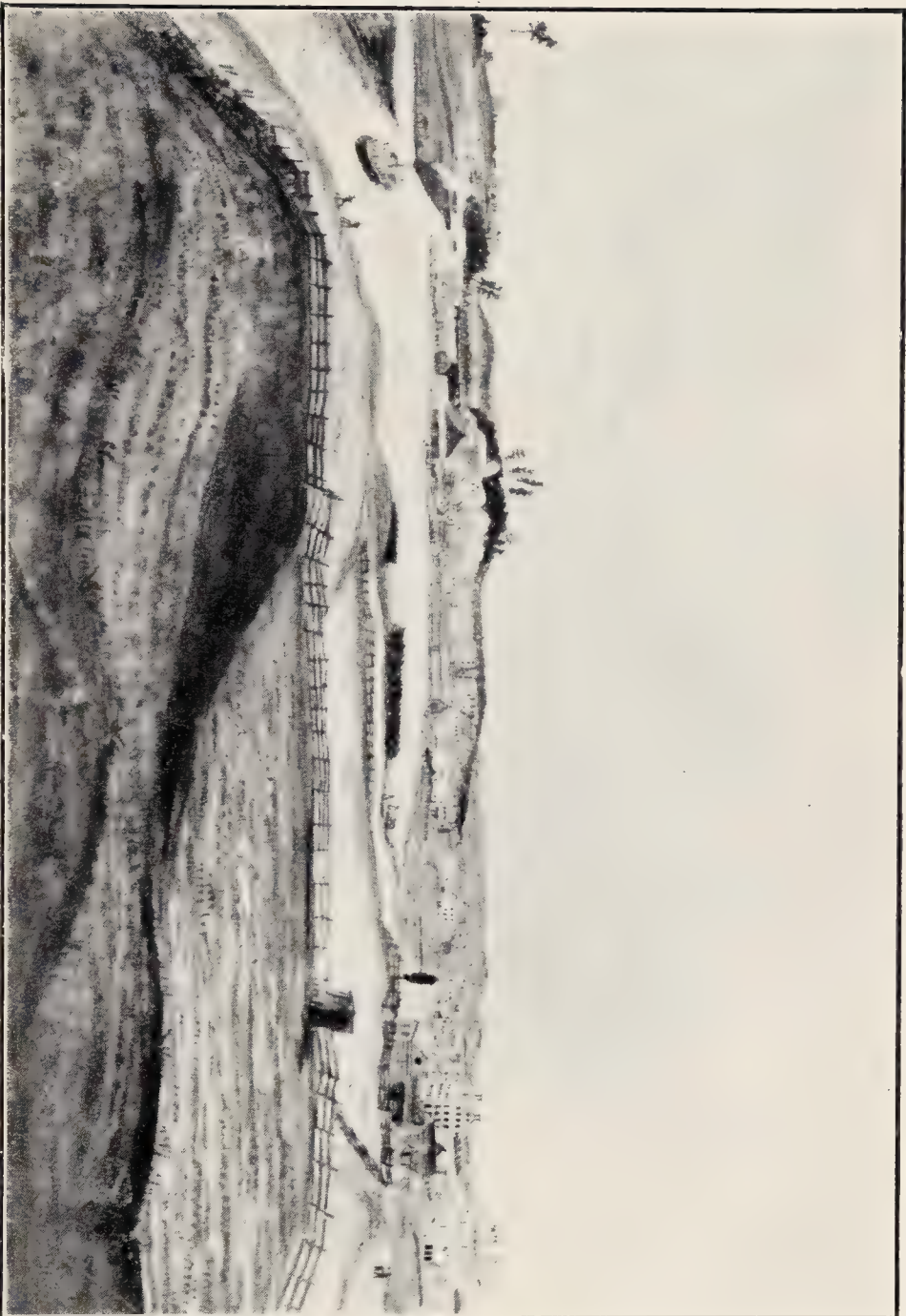
In 1875 the Ottawa Normal School, at the corner of Elgin and Lisgar Streets, opened its doors for the training of the higher grades of Public School teachers, and continues to do highly efficient work.

UNIVERSITIES

Graduates and friends of Queen's University will be interested in the following quotation from the *Bytown Gazette* of January 16th, 1840: "We are not a little

surprised to observe that the seat of the Scotch College has been selected in the vicinity of Kingston. Being designed for the accommodation of both provinces, this institution ought to have been placed in as central a position as possible; so why not in Bytown? In the constitution of the Kirk there is already a sufficient spice of Republicanism, so why not place the seat for educating her future Ministers as remote as possible from the contagion of Democratic principles?" Thus originated a great university, which has blazed the trail in several directions for Canadian universities, such as co-education, the education of women for the medical profession and extramural courses. Her teachers have been men of vision, their policies have proven to be of the most practical value, great numbers of students have been served who could not afford to go elsewhere, and, in its broadest sense, Queen's has made a notable contribution to our national culture.

In July, 1848, Bishop Guiges established "St. Joseph's College of Bytown," and placed it in charge of the Congregation of Oblates of Mary Immaculate, the first Principal being the Rev. Father Tabaret, O.M.I., D.D., a man of immense energy and remarkable administrative ability, who loved his students with a profound and supernatural affection which he easily communicated to his co-workers. In October the College was opened in a modest three-storied wooden building in the garden of the Episcopal Palace. On the 30th of May, 1849, it was incorporated as the "College of Bytown." In 1853 it was quartered in a building at the corner of Sussex Street and Guiges Avenue. In 1855 Louis T. Besserer donated a lot at the corner of Wilbrod and Cumberland Streets, and Bishop Guiges purchased additional lots, thus securing the property now bounded by Wilbrod, Cumberland, Theodore and Waller Streets. In 1859 a



Water-colour by Thomas Burrows

VIEW OF "TOWER BYTOWN" IN 1815
FROM "KARRACK HILL," NEAR HEAD OF EIGHTH LOCK AND THE "SAPPERS' BRIDGE"

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large wing was added to the original building, and in 1861 the name was changed to "College of Ottawa." In 1863 another wing was added and in 1866 the institution was given university powers. In 1870 Father Tabaret boldly proposed the teaching of both classics and natural science subjects throughout the course, in 1875 another wing was added, and in 1884 still another. In 1889 the name was changed from that of "Ottawa University" to that of "The University of Ottawa," whose degrees are recognized throughout the British Empire.

*No mention is made of
Rev. T. D. Phillips' school
on Wellington St. - nor of
Miss Harmon's school
near by. 1866-1869.*

H. W. D. A.

EARLY DOCTORS AND HOSPITALS

THE pioneer physicians and surgeons of the Ottawa Valley showed a heroic devotion to duty rivalling in interest Ian MacLaren's stories of "Dr. MacLure's" midnight journeys to visit patients in the Highlands of Scotland. To reach the sufferer often meant a long, difficult and dangerous journey, followed by a grim battle with death. On foot, on horseback, or in a birch-bark canoe many a weary mile was travelled over routes now so quickly and comfortably covered by motor car, railway coach or steamboat. Upon arrival they usually worked amid surroundings which would appal a modern physician or sanitarian, so it is not to be wondered at that they regarded their profession very seriously. Every one of them was animated by the true spirit of service, and was possessed of a kindness of heart which endeared him to those he ministered to.

On the Rideau Canal, Dr. John Edward Rankin had charge of the workers for a time; in 1854 was Army Surgeon in the Crimean War, and then settled in Picton, Ont., where, in 1878, he died at the ripe old age of 81. In 1826 Dr. Tuthill was Assistant Ordnance Surgeon in charge of the Military Hospital at Bytown and returned to England in 1832.

In 1827 Doctors Christie, McQueen and Stewart settled in Bytown. Dr. Alexander James Christie was so badly wounded during the war of 1812 that he limped the rest of his life. In 1818 he settled in March, and from 1827 to 1843 played a prominent part in the civic affairs of Bytown. For a time he lived at the north-west corner of Wellington and Lyon Streets, but later built a large

stone house nearly opposite Christ Church Cathedral. His literary taste and his liking for public life finally induced him to withdraw from medicine and enter the field of journalism; so, in 1836, he founded the *Bytown Gazette*, which he so ably edited until the time of his death in 1843. In the early thirties he was secretary of nearly every society and public gathering in Bytown. McTaggart describes him as "The Dean of the Guild," and Lett says: "What shall I say of this old celebrity? An M.D. of exceeding skill, who dealt in lancet, leech and pill; A polished scholar and a sage, A thinker far beyond his age."

Dr. Thomas Fraser McQueen was born at Edwardsburg, Ont., and was a graduate of Glasgow University. In 1832 he and Dr. Scott of Prescott had charge of the cholera epidemic from Cornwall to Brockville. Along the line of the St. Lawrence this dreadful disease raged for a distance of 500 miles. Seigneurs, judges, members of the Legislature, doctors, men of all degrees were stricken and the number of deaths was appalling. Later on Dr. McQueen moved to Brockville, where he lived until the time of his death in 1866.

Dr. James Stewart was a graduate of Trinity College, Dublin, saw much service with British troops, settled near Richmond in 1822, and in 1827 opened an office on Rideau Street almost opposite Nicholas Street. He married the widow of Captain Lett, father of William Pitman Lett, and their daughter was the mother of John Inkerman McCracken, Ottawa's well-known barrister. Dr. Stewart was a member of the first Board of Health, was appointed Coroner in 1845, died in 1848, and Stewart Street was named after him by his friend and admirer Louis Theodore Besserer.

Dr. Samuel John Stratford came in 1831, was in charge of the Military Hospital during the cholera epidemic of 1832, moved to Woodstock in 1836, and lived in Toronto

for a time. Besides being a physician, he was a writer, editor and lecturer of note; became a member of the Upper Canada Medical Board, was editor of the *Upper Canada Journal of Medicine, Surgical and Physical Sciences*, and died in New Zealand.

Dr. Edward Van Courtlandt, son of an officer of the Imperial Service and a graduate of London University, came to Bytown in 1832, lived at 394 Wellington Street in a house still standing, and soon built up a large and lucrative practice. For 43 years he was one of the foremost citizens, and was also a geologist of marked ability. One of his contemporaries describes him as "odd and eccentric in manner and dress, brusque and sharp, and often rough in speech; but beneath his rough exterior there was always a kind and sympathetic nature."

Dr. Alfred Morson was Garrison Surgeon from 1836 to 1852, and then lived in Montreal, Hamilton and Toronto. His brother, Dr. Frederick Morson was here from 1837 to 1845, when he went to Montreal. In the *Bytown Gazette* for 1837 their advertisement reads, "Drs. Frederick and Alfred Morson, M.R.C.S., announce removal from Chaudiere Cottage to the House next the Post Office, Upper Bytown." Later Dr. Frederick settled at Niagara, Ont. In 1837, Dr. J. D. Gillie, an intimate friend of Dr. A. J. Christie, had an office near the corner of Sparks and Lyon Streets, built up a good practice, and moved to Montreal in 1845.

In 1839, Dr. R. J. Judge opened an office "in Lower Bytown, in the house formerly occupied by Dr. Stratford." About the same time Dr. Samuel Blackwood, of Quebec, opened an office "opposite John Little's in the Street leading to the Steamboat Wharf, Lower Bytown." Amongst other early physicians in Bytown there were Edward Barry, Holmes, Lecroix, O'Hara and Robinson. Of Dr. Barry, Lett says "There's Edward Barry who in

his prime did combine the medical and legal line, exhibiting as his degree upon his card, J.P., M.D.”; whilst of Dr. O’Hara he says “who of old Bytown formed a part and practiced the assuaging art; while loud above the yelling din sounded the Doctor’s horn of tin.”

Dr. Hamnett Hill settled in March in 1838, and in 1843 moved to Bytown. For a time he lived at 425 Wellington Street, opposite Fleck’s foundry, but later built at the corner of Wellington and Broad Streets; this house being destroyed during the great fire of 1900. He was a man of rare good humour, was always dignified and earnest on duty, and for 57 years was a loyal member of his noble profession.

On the 10th of July, 1847, the Governor-in-Council issued a proclamation appointing a Board of Health for Bytown, as follows:—Rev. S. S. Strong, Rev. Wm. Davie, Rev. Thomas Wardrope, Rev. William Telmon, Dr. Hill, Dr. Barry, Dr. Van Courtlandt, Dr. Alfred Morson, Joseph Aumond, Christopher Armstrong, John Burrows, William Bowles, Simon Fraser, Daniel O’Connor, George Patterson and John Sumner.

Dr. Stephen Charles Sewell was lecturer at McGill University for a time, came here in 1852, had an office on Wellington Street in the house formerly occupied by Dr. Hill, and died here in 1865. In January 1855 the name of Bytown was changed to that of Ottawa, and in 1860 there were fourteen physicians and surgeons for a population of 10,000 people; their names and addresses being—J. C. Beaubien, York Street; Thomas Black, Sussex Street; Louis Duhamel, Church Street (now Guiges Ave); Joseph Garvey, Rideau Street; Hamnett Hill, Victoria Terrace; F. Mack, Duke Street; D. McGillivray, Sparks Street; Andrew McKenzie, Wellington Street; A. O’Reilly, Clarence Street; E. R. Riel, Sussex Street, C. S. Sewell,

Wellington Street; Pierre St. Jean, St. Patrick Street; and Edward Van Courtlandt, Wellington Street.

HOSPITALS

During the summer of 1832, a most violent type of Asiatic cholera carried off many of the leading inhabitants of Bytown and hundreds of those in the humbler walks of life. In 1836 the village was again visited by a less malignant type, and for several years thereafter the general unsanitary condition of the rapidly growing place resulted in an unnecessary loss of life. According to a pamphlet by Gertrude Van Courtlandt, published in 1858, "The first hospital in Bytown was a small wooden building situated on the bank of the river near the terminus of the Ottawa & Prescott Railway; being built in 1832, and intended for the use of cholera patients only. Subsequently it was allowed to go to decay, and ultimately to be torn down for firewood, by squatters in the neighbourhood."

In November 1844, Bishop Phelan of Kingston came to Bytown, and was so convinced of the need for a hospital that he wrote the Sister Superior of the Grey Nuns at Montreal, forcibly setting forth the urgency of nursing aid here. On the 10th of February, 1845, Sister Elizabeth Bruyere together with Sisters Charlebois, Roderiquez and Thibodeau, and two young novices who insisted on accompanying them, bade a tearful farewell to the Mother House, and set out for Bytown in a sleigh. That night they stopped at La Petite Nation (Montebello) where they were the guests of Louis Papineau. On the evening of the 12th, three miles from Bytown, they were met by eighty vehicles filled with the most prominent people coming out to welcome them; both Protestant and Roman Catholic. The Oblate Fathers placed the Presbytery at the disposal of the "Sisters of Mercy," and on the 11th of March they entered the small frame

building erected for hospital purposes; still standing at 163 to 169 St. Patrick Street. On the 10th of May it was formally opened, and given a charter under the name of the General Hospital. From the beginning it was always filled, and even the large living room was converted into a ward. In 1847, a large frame building was erected on Water Street, near the site of the present building. During that summer typhus fever carried off hundreds of poor helpless Irish immigrants on their way to Upper Canada. From the 6th of June to the end of August, from six to eight new patients were admitted every day, and many military tents had to be erected on the common to accommodate the overflow. Every member of the heroic little band caught the fever, but all recovered, and continued their grand work. Rev. Father Molloy, the idol of St. Patrick's parish, and the Rev. William Durie, the eloquent and beloved Minister of St. Andrew's, did everything in their power to allay the suffering of the homeless people and bring them spiritual comfort during the closing moments of their earthly career. The strain on body, brain and sympathy was so great that Mr. Durie himself succumbed to the dread disease on the 12th of September, and will long be remembered as a warm friend of the sick and poor of every nationality and creed.

The first volunteer physicians were Doctors Van Courtlandt, Beaubien, Lang and Robillichaud; who for fourteen long years gave their services free to the General Hospital. From 1845 to 1850 Dr. Van Courtlandt was in charge, in 1851 Dr. Lacroix, and in 1852 Dr. Lang. In 1853 a regular staff of attending physicians was organized; consisting of Doctors Hill, Beaubien, St. Jean and Robillichaud. In 1859, Dr. Hill was elected President and Consulting Physician, and after him Sir James Grant. In 1860, the corner stone of the present building on Water Street was laid, and in 1866 it was enlarged, and formally

opened by His Lordship, Bishop Guiges, of Ottawa. Later on an epidemic of small-pox broke out; so the old wooden building was used as an Isolation Hospital, with six sisters and a couple of domestics in charge.

In 1879, the Grey Nuns built Ste. Anne's Hospital, for contagious diseases, and managed it until the civic contagious diseases hospital was erected. People in the neighbourhood objected to it and burned it down; but it was soon rebuilt with brick walls and is still standing. In 1893 a training school was opened for nurses. In 1897 Mgr. Duhamel laid the corner stone of a handsome new wing, and on the 21st of October, 1898, it was formally opened by the Earl of Aberdeen.

During the typhus fever epidemic of 1847 steps were taken to found a Protestant Hospital. Some of those behind the movement were, Francis Abbott, ~~Edward~~ *Judge* - Armstrong, Archibald Foster, James Fraser, R. H. Hervey, Thomas and William Hunton, George E. Lyon, James McCracken, John McKinnon, J. McNider, George Patterson, William F. Powell, Roderick Ross, Isaac Smith, Richard Stethem, John and William Thompson, Alexander Workman and Agar Yielding. In 1850 the Ordnance Department leased Lots 44 to 48, on the north side of Rideau Street, between Charlotte and Wurtemberg, for the erection of a building. The corner stone was laid in September, in May 1851 it was opened, and on the second of August it was incorporated as The County of Carleton General Protestant Hospital. The first Consulting Physicians were Doctors Hill, Van Courtlandt and Sewell, and the Attending-Physicians were Doctors Garvey, Grant, Clark and Henderson.

For a time, the management of all land and other properties belonging to the hospital was vested in a Board of Trustees, and the management of all internal affairs was left to the Directors, but in 1872 these two bodies

were merged under the title of the Board of Directors. In 1855 the Ordnance Department ceased to collect rent for the five lots leased in 1850, and presented them to the trustees. About the same time bequests of land in Goulbourn and other townships enabled the trustees to extend the usefulness of the institution. In 1860 a Ladies' Visiting Committee was appointed. In 1866 a separate department for contagious diseases was advocated, and in 1867 it was opened. In 1869, Mayor Friel was in the chair at the annual meeting, and in 1870 the City of Ottawa gave its first grant towards the support of the hospital. In 1872 the first mention is made of trained nurses, and an active campaign was begun to secure funds for the erection of a larger and better building. On the 16th of May, 1873, the corner stone was laid with masonic honours, and in 1875 it was formally opened; the old building being used for contagious diseases. Since then it has been enlarged several times.

Since the opening of the "Water Street Hospital" in 1845 and the "Protestant Hospital" in 1851, a number of others have been established, such as the House of Mercy on Cambridge Street, St. Luke's on Elgin Street, the Lady Stanley Hospital between the Protestant Hospital and the Rideau River, and the Lady Grey Hospital on Carling Avenue. In 1820 the erection of a new Civic Hospital and four subsidiary buildings was begun on 23½ acres of ground on the north side of Carling Avenue, between Parkdale and Melrose Avenues. In 1824 it was completed at a cost of \$8,500,000, will accommodate 600 patients, and replaces the work of the old Protestant Hospital on Rideau Street, the Maternity Hospital and St. Luke's—which are now closed. The City Directory for 1924 gives the names and locations of no less than 35 Hospitals, Homes, and Asylums for the orphans, the aged, the friendless and the incurable.

NEWSPAPERS AND LIBRARIES

THE story of Canadian newspapers is closely related to that of the settlement and development of the country itself. In 1749 the English founded Halifax, and three years later the *Halifax Herald* was founded. In 1763 France ceded Canada to Britain, and in 1764 the *Quebec Gazette* was founded, its lineal descendant being the *Quebec Chronicle*, which was merged with the *Quebec Telegraph* in 1925. In 1788 the *Montreal Gazette* made its bow in French and has a record of continuous publication probably not exceeded on the continent. On the 13th of April, 1793, the first copy of the *Upper Canada Gazette* (a folio of fifteen by nine and a half inches) was printed at Newark (Niagara-on-the-Lake) by Louis Roy.

On the 2nd of February, 1836, the first number of the *Bytown Independent & Farmers' Advocate* was published in a house near the corner of Wellington and Bank Streets. It was a small five-column sheet edited by James Johnston, "a man of considerable energy and no inconsiderable talent," and under its title bore the admonition: "Let it be impressed upon your minds, let it be instilled into your children, that the liberty of the press is the palladium of all your civil, political and religious rights." Two months later Johnston sold out his interest in the *Independent* to Alexander James Christie, "a veritable human dynamo," who formerly edited the *Montreal Gazette* and changed the name to that of *The Bytown Gazette & Rideau Advertiser*, the first issue being on the 26th of May, 1836. Watson Little, who was a printer in the office of the *Independent*, "went with the office" and remained with the *Gazette* for eight years, before starting

a paper of his own in Perth. Two years later he went to Cornwall, where he remained until 1868. For many years he published *The L'Original Advertiser*, and in 1907 retired after seventy-one years continuous service in newspaper work. In the editorial chair of the *Bytown Gazette*, Dr. Christie stoutly championed the cause of the Liberals, continually advocated the necessity for improving the navigability of the Ottawa River, was a strong supporter of the movement to unite Upper and Lower Canada, and always contended that Bytown was the logical place for the Capital. In 1841 Dawson Kerr established *The Advocate*, on the north side of Rideau Street just west of Nicholas, but it did not last long.

In 1844 *The Packet* was established by William Harris, who had a stormy time of it in the editorial chair, was appointed Crown Lands Agent for Renfrew, and transferred the paper to Henry J. Friel and John George Bell. Friel was a man of excellent understanding, and was four times elected Mayor of Ottawa. In 1849 the paper was sold to Robert Bell, "to whose enterprise and energy the first railroad between the St. Lawrence and Ottawa Rivers was due." In 1851 the name was changed to that of *The Citizen*. On the 1st of September, 1859, the small hand presses were replaced by a large steam-driven cylinder press made by A. B. Taylor & Co. In 1864 the plant was sold to J. B. Taylor, who later sold out to "The Citizen Printing & Publishing Company." For several years it occupied a large three-story building on the south side of Sparks Street, about 150 feet west of Metcalfe. In 1874 it was acquired by the Hon. C. H. Mackintosh and moved to the upper flats of a stone building on Metcalfe Street between Dan Johnston's store and the present Windsor Hotel. In this building Mackintosh wrote many trenchant editorials, and as the narrow entrance to it resembled a hole in a wall, the

Free Press always referred to *The Citizen* as "the hole-in-the wall organ." Mackintosh was a warm personal friend of the Right Honourable Sir John A. Macdonald, was several times mayor of Ottawa, represented the Capital in the Federal Parliament, and for a time was Lieutenant-Governor of the Northwest Territories. In 1876 *The Citizen* was located at the corner of Wellington and Metcalfe Streets and in 1879 on the south side of Sparks Street, half-way between Elgin and Metcalfe. In 1882 it was acquired by Robert W. Shannon and his brother Lewis W. Shannon, of Kingston, and in 1887 was sold to Wilson and Harold Southam. In 1897 the Southams began the publication of an evening edition, and in 1901 the present building on Sparks Street was erected, the first in Ottawa built solely for the purpose of housing a newspaper. *The Ottawa Citizen* has always been a reliable advocate of the lumber and mineral industry of the Ottawa Valley, goes into eighty per cent of the homes in the City of Ottawa, and is read by approximately 140,000 people. In this eighty-third year of its existence, it is the only newspaper between Montreal and Hamilton (excepting the Kingston *Whig-Standard*) that enjoys the distinction of being published continuously for that length of time.

In 1848 W. F. Powell (for a time editor of the *Gazette*) edited *The Monarchist*, and was soon followed by Henry J. Friel, who, in 1854, changed the name to that of *The Union*, a tri-weekly published in Sussex Street. In 1849 Dawson Kerr established *The Orange Lily and Protestant Vindicator*, with William P. Lett as editor. In 1854 it was merged with *The Ottawa Railway and Commercial Times*, under the name of *The Ottawa Times*. During this same year James Henry Burke, a son of Colonel Burke of Richmond, established *The Ottawa Tribune*, published in Clarence Street. In 1860 it was

sold to O'Connor & Friel, who merged it with *The Union* and made it the organ of the Roman Catholic Bishop of the Diocese. In 1858 Andrew Wilson started *The Ottawa Banner*, and in 1864 the name was changed to that of *The Daily News*, which lasted until 1874. In 1861 Dr. J. E. Dorion edited *Le Courier d'Ottawa*, which was later fused with *L'Union*, published in Ogdensburg, New York. In 1865 publication was suspended, and it was followed by *Le Soleil*, which lasted only a short time. In 1865 James Cotton established *The Ottawa Times*, a very able paper, which continued until 1878. It was the official organ of the administration, enjoyed an extensive patronage and had a wide circulation, some of its editors being Mr. Davis, Mr. Robertson, Mr. Walsh, Charles Roger and W. T. Urquhart.

In 1866 Ball & Woodburn published the first copy of *The Ottawa Free Press*, a monthly paper of four pages each 9×4 inches in size, and circulated it gratuitously. In 1869 Charles W. Mitchell and W. F. Carrier were editors. In 1903 it was sold to a company of which Alfred Wood was Managing Director, and in 1917 was amalgamated with *The Ottawa Evening Journal*. In 1866 *Le Canada* appeared under the proprietorship of Mr. Duvernay, in 1870 gave way to *Le Courier*, and by 1896 this also disappeared. In 1867 *The Evening Post* was edited by C. E. Stewart, but soon perished because it was "agin the Government." During this same year a comic and sentimental paper called *The Bee* appeared every Saturday. In 1868 Moss, Ryan & Gilbert established *The Evening Mail*, whose success seemed assured for a time, but it changed hands and character, and finally became an evening edition of *The Times*. In 1868 *Le Courier d'Ottawa* again showed signs of life, and was published in both French and English, the editors

being Gustave Smith and Charles Roger. Later it was printed in French alone, with Dr. J. E. Dorion as editor. In 1872 *The Morning Herald*, "an Irish Catholic commercial newspaper independent in politics," was started, and in 1877 was taken over by a joint-stock company, but disappeared about 1882. *The Evening Star* was also started in 1872, but did not last long. In 1874 *The Standard* began publication, but failed to establish itself. About the same time *The Volunteer Review*, a good military paper, was published for a few months. In 1876 Stanislas Drapeau began the publication of *Le Foyer Domestique*, "A Monthly Review of Literature, Agriculture and the Sciences," which, after a chequered career, in 1880 changed its name to *L'Album des Familles*, which lasted until 1884. In 1878 *La Federal* was published as a campaign sheet, and Stanislas Drapeau started *La Gazette des Familles*, which lasted only a year. Somewhere about 1882 *The Investigator* created quite a little stir in parliamentary circles, and in 1883 Carrol Ryan established *The Sun*, which lasted only two years.

On the 10th of December, 1885, A. S. Woodburn established *The Evening Journal*, consisting of only four pages, seven columns wide. The editor was John Wesley Dafoe, now Vice-President and Managing Editor of *The Manitoba Free Press*, and his assistants were J. MacIvor and John Grace, now of *United Canada*. In 1887 Philip D. Ross, of Montreal, became Woodburn's partner, and in 1889 bought him out. In 1914 one of the most modern newspaper offices in Canada was erected on the north side of Queen Street, between Bank and Lyon, and in 1917 *The Ottawa Free Press* was absorbed, the morning edition being called the *Journal-Press*. With the re-organization of "The Journal Printing Company," P. D. Ross became President, E. Norman Smith Vice-President, Colonel R. F. Parkinson, D.S.O., Managing Director,

J. S. Crate Managing Editor, T. G. Lowery City Editor, and W. M. Gladish, Night Editor.

In January, 1888, Stanislas Drapeau started *La Lyre d' Or*, which lasted until July, 1889. In 1897 Flavien Moffet established *Le Temps*; in 1913 Alfred Goulet, A. T. Charron, F. A. Labelle and J. A. Caron backed *Le Droit*; in 1916 a religious, literary and historical semi-monthly publication known as *Gazette des Familles* appeared; in 1917 *Le Courier Federal* was started by Alderman Langlois, but was compelled to go out of business in 1925; from January, 1922, to May, 1925, *Les Annales* was published; and on the first of May, 1926, a magazine known as *La Revue d'Ottawa* appeared.

LIBRARIES

On the 20th of April, 1837, a correspondent of the *Bytown Gazette* advocated the establishment of a Public Library, but little progress was made until the 20th of January, 1847, when "The Bytown Mechanics Institute" was formed and a committee consisting of Elkanah Billings, Henry Bishoprick, Horatio Blaisdell, William Bowles, Rev. Mr. Byrne, Edward Campbell, William Harris, James Mathews, Michael McDermott, Francis Thomson and the Rev. Mr. Wilson was charged with the duty of drawing up a constitution. On the 9th of April, Robert Hill was appointed Librarian. On the 14th of March, 1848, William P. Lett and Harvey Main were appointed "A Committee to prepare a petition to the Provincial Parliament for aid to the Institute, and John Scott, Esq., M.P.P. for Bytown, is respectfully requested to present the same." In 1853 the Mechanics Institute was reorganized, with Judge Armstrong in the Chair and Elkanah Billings as Secretary. The inaugural address on "The Phenomena of Vegetation" was given by Dr. Edward Van Courtlandt. Up to 1854 all reading at night

was done by candle-light, but in that year one of the important matters considered was "the best means of furnishing the rooms with oil." In May, 1856, arrangements were made to light the rooms with gas, and Dr. J. A. Grant was appointed Curator. On the 24th of December, 1869, the Legislature incorporated the Mechanics Institute & Athenæum and the Natural History Society as "The Ottawa Literary & Scientific Society." In 1878 an offshoot known as "The Ottawa Field Naturalists' Club" was formed by Dr. James Fletcher, Professor John Macoun, and others.

Early in 1895 *The Ottawa Evening Journal* strongly supported the women's movement to establish a Free Public Library, but it was defeated at the polls. In July, 1897, a Library Board consisting of Warren Y. Soper, Benjamin Sulte, Dr. Otto Klotz, A. W. Fleck, E. Seybold, J. S. Durie, R. J. Sims, and F. R. E. Campeau suggested the opening of a Reading Room, but the City Council refused to vote the money needed. In December, 1899, the Board's efforts were again frustrated. In February, 1901, Dr. Klotz and Mayor W. D. Morris appealed to the generosity of Andrew Carnegie for financial assistance, who offered to give \$100,000 for the erection of a suitable building, on condition that the city furnish a suitable site and contribute not less than \$7,500 a year for maintenance. In March, 1902, Philip D. Ross was elected Chairman of the Library Board, it was decided to build at the north-west corner of Metcalfe Street and Laurier Avenue, and on the 30th of April, 1906, the new building was formally opened by Andrew Carnegie himself.

Between 1905 and 1912 the Chief Librarian was Lawrence J. Burpee, F.R.G.S. In 1907 a Children's Library was established, and in 1910 Branch Libraries in the eastern and western ends of the city. Since 1912



Water-colour by Thomas Burrowes

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WEST END OF WELLINGTON STREET
LOOKING EAST, 1845



Water-colour by Thomas Burrowes

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WIRE SUSPENSION BRIDGE AT THE CHAUDIERE FALLS
FROM WEST END OF "UPPER BYTOWN," 1845

W. J. Sykes, B.A., has been Chief Librarian. In 1913 the Saturday morning "Story Hour" was begun for children, and the Library Board became a corporate body, like the Collegiate Institute Board. The total number of volumes is now approximately 48,000, of which 5,000 are works of reference, there are several Branch Libraries scattered throughout the city, and in the central building ample space is provided for Reading Rooms, the Reference Library, and rooms for students engaged in research work.

LUMBERING

THE Ottawa River has a total length of 685 miles and is fed by many large tributary streams whose shores were formerly clothed with magnificent forests of pine, hemlock, spruce, balsam fir and cedar, interspersed with growths of oak, maple and birch. At first only the larger sizes of red and white pine were culled for export to England and floated down stream to Quebec, Philemon Wright taking the first raft of square timber in 1807. During the next eighteen years the business had expanded to such an extent that Major Elliott wrote Captain Hillier: "As early in the Spring as the state of the waters will allow, an immense quantity of square timber is floated down the Ottawa as far as the Chaudiere Falls. At that place there is no possibility of passing whole rafts down, so they are collected at or near Number 1 Island shown in the accompanying sketch, the oak and other heavy timber being taken out and hauled overland along the road to Richmond Landing Bay. The cribs are then separately floated down the only practicable channel, indicated by the dotted line to No. 6, where the logs having been totally rent asunder by their passage between Nos. 3 and 6, are collected within the Booms, and made up again into Rafts. It constantly happens that the passage gets completely choked up, and this frequently occasions a delay of three weeks or a month, during the whole of which time the crews, to the number of several hundred, spend their time in idleness and dissipation. To do away with these obstructions and delays would certainly be very desirable. Having examined the channel between Nos. 6 and 9, which is dry a considerable

part of the Summer, I have no doubt that by deepening and smoothing it and throwing Dams across at Nos. 2 or 3 and 4, a passage may be effected with perfect safety for cribs without a single stick being deranged. At the same time, Mills and other works might be established at a comparatively trifling expense, the owner of the works being allowed a small toll for all lumber passing through them."

In the *Kingston Chronicle* for the 18th of October, 1826, a correspondent who signs himself "A Respectable Engineer" (probably John McTaggart) says: "We are busy forming a Timber Channel through the (Chaudiere) rapids, for sake of the raftsmen. This is done by building two strong dams and deepening what is called a dry snie." On the 25th of May, 1829, Colonel By wrote Sir John Colborne: "In the years 1826 and 1827 I was authorized to spend £2,000 in forming a Timber Channel at the Falls of the Chaudiere, to avoid the expense of hauling timber across the portage." An Ordnance map of 1831 shows that this Rafting Channel was nearly a quarter of a mile long, had a stone dam 100 yards long on the north side of the western part of it, and another about 60 yards long about half way down the south side.

In 1829 Philemon Wright built a timber slide on the north side of the Chaudiere Falls, so that cribs of square timber could be passed down without breaking them up. On the 7th of February, 1832, Sir John Colborne sent a long communication to Viscount Goderich concerning timber slides and other improvements required to get square timber from the Ottawa and its tributaries to Quebec in September instead of October or November, when a much lower price was obtained and stormy weather frequently broke up many of the cribs. On the 4th of July Viscount Goderich replied that whilst the timber trade of the Province might be greatly increased and the Crown revenue augmented by the construction of

timber slides at the Chats and Chaudiere Falls, he doubted the wisdom of building them until the amount of timber duties collected warranted the cost of the undertaking. On the 12th of December Sir John Colborne replied that "Several persons residing on the Ottawa, being convinced that a great revenue may be raised by rendering the rapids at the Chats and Chaudiere navigable for Durham boats, are desirous of undertaking the construction of works for that purpose, provided that they obtain the necessary authority for levying tolls at the Locks through which the boats pass." About the same time Isaac Valentine offered to construct such a canal, on condition that he be given the broken front of Lot 39, and wrote: "Should lot 39 be already conceded I promise to pay to the proprietor or proprietors such remuneration as Government shall judge equitable, and I will make the Locks of a size not less than those of the Rideau Canal, so that both the up and down trade may be accommodated." In reply to this communication, Sir John Murray wrote Sir John Colborne: "The particular terms to be entered into with Mr. Valentine or any other party who may engage in this enterprise can best be judged by yourself and the Executive Council of the Province, but it is necessary that they be very clearly defined so as to prevent any misapprehension that may occur hereafter. The rate of tolls to be paid by private individuals should be previously fixed, the free use of the Canal for the passage of Troops and Stores belonging to His Majesty should be secured, and the undertaker of the work should be remunerated, either wholly or in part, by a grant of land."

On the 8th of March, 1834, and again on the 18th of March, 1836, the British Government declined to undertake the construction of either timber slides or canals at the Chaudiere and Chats Falls. Meantime George

Buchanan, of Arnprior, secured the right to build a timber slide on Victoria Island, on the south side of the river, and in the *Bytown Gazette* for the 21st of May, 1836, we read: "The new slide to facilitate the passage of timber at the Chaudiere Falls was opened on the 16th instant, and the first crib run." The head of this slide was about 300 yards above the falls, and, after a run of nearly three-quarters of a mile, terminated in the still water of the river below. To prevent too rapid a descent of the cribs, the fall of the chute was broken at intervals by level stretches along which they glided at reduced speed. Being placed to better advantage than the slide built by Philemon Wright, it proved a great boon to the lumbermen and soon outstripped its competitor.

On the 10th of March, 1836, the Ottawa Valley Lumber Association was formed at Bytown, some of those present being Joseph Aumond, Peter Aylen, Frederick Bearman, J. G. Bell, George Buchanan, Andrew Dickson, John Egan, Simon Fraser, Joseph Johnston, Robert Lang, J. McCrae, Alex. McDonnell, Colin McDonnell, Joseph Moore, T. O'Neil, Nicholas Sparks, Charles Symmes and William Thompson. Other early operators on the Ottawa and its tributaries were George Hamilton at Hawkesbury, Allan Gilmour at Gatineau Point, Robert Conroy at Aylmer, Boyd Caldwell and John Gillies on the Clyde and Mississippi, Alex. Barnet at Renfrew, John Supple and Colonel Peter White at Pembroke, George Bryson on the Coulonge, A. H. Baldwin, John A. Cameron, Birch & Durell, Thomas Cole, Robert Klock, W. W. Dawson, Jonathan Francis, H. M. Fulford, Robert Hamilton, Andrew Leamy, Charles and Ephren Mohr, David and Isaac Moore, John Poupore, Neil Robertson, John Ryan, Martin Russell, James Skead, and James Wadsworth. In writing his recollections of some of the old time lumbermen of the Ottawa River, the manager of

one of Bytown's first banks says: "It was a rare treat to be present at Doran's Hotel during a casual meeting of the leading timber merchants, on their return from Quebec, and to listen to their quiet banter. They were all superior men, possessed vigour of both body and intellect, and a healthy friendly feeling of fellowship pervaded the whole company. Everyone enjoyed the emphatic discoursing of the argumentative Andrew Dickson of Pakenham, the rare jokes of Joseph Aumond, the quick wit of William Stewart, the quiet humour of George Lang, and the intelligent remarks of the pompous but kind-hearted Simon Fraser, of the Inverness Academy which he so fondly referred to as his *Alma Mater*.

CHAUDIERE SAW MILLS

In 1843 Philip Thompson had a small custom grist and saw mill on the south side of the Chaudiere Falls, but sold out to William Taylor, who operated for a number of years. About the same time Daniel McLachlin had a small saw and grist mill with three run of stones at "The Timber Snie," but sold out to Stephen H. Waggoner, and moved to Arnprior, where he built up a great sawmill industry. In 1851 Captain Levi Young, from Maine, built a sawmill on the site of the power houses of the Ottawa Railway Company and the Ottawa Electric Light Company, and shortly afterwards O. H. Ingram and A. H. Baldwin had mills close by.

In 1852 Captain J. J. Harris, Henry Franklin Bronson and Pattee and Perley purchased hydraulic lots on the south side of the Chaudiere at one shilling above the upset price of fifty pounds per lot, there being no adverse bids. Shortly afterward the Honourable R. W. Scott recommended to the Government that building lots on Victoria Island be sold to Captain Harris and H. F. Bronson at greatly reduced prices. Horace Merrill super-

intended the construction of the mills and the improvements necessary for their operation, and by 1855 sawn lumber was being produced on a large scale for shipment to the United States. As the business grew a limestone hill at the foot of Victoria Island was cut down to make room for more lumber piles and docks, so Captain Harris had several barge loads of the stone sent by way of Lake Champlain to his home at Glen Falls, N.Y., where it was used to build an Anglican chapel for the use of his own family and his nearest neighbours. In the late fifties the firm name of Harris & Bronson was changed to that of Bronson & Weston, the average annual production for a period of twenty years being 50,000,000 board feet of the very best of sawn lumber. In 1857 Pattee & Perley turned out between thirty and forty million feet, but in 1859 the firm name was changed to that of Perley, Pattee & Brown. In 1892 they cut sixty-seven million feet, and in 1893 sold out to J. R. Booth.

In 1854 Ezra Butler Eddy, of Burlington, Vermont, located on the Hull side of the Chaudiere Falls, where he rented the upper part of a small stone building from Alonzo Wright, and began the manufacture of matches, clothes pins and wooden wash bowls. On the ground floor Stephen Washburn had an axe factory, the water from this mill flowing into "The Devil's Hole." In 1857 Eddy began the manufacture of wooden pails, in 1866 built a large sawmill, and in 1870 bought from the Wright estate the island on which the present match factory stands. His wonderful capacity for work and indomitable courage enabled him to surmount almost insuperable obstacles and overcome financial difficulties that would have ruined one less resolute and resourceful. When fire swept his plant, as it often did, he was at his best, and started out on a larger scale than ever, whilst his personal magnetism and fine judgment of men and things always

kept him surrounded by associates with great organizing ability. In 1876 he bought the rights to manufacture indurated fibre ware, and began to turn out chemical pulp. In 1890 he began to make paper, and now the entire plant comprises forty large factories, finishing rooms, warehouses, machine shops, engine rooms, etc., covering 78 acres, and giving employment to about 1,800 people. Hull without the E. B. Eddy Company would be like Shakespeare's play of *Hamlet* with Hamlet left out.

John Rudolphus Booth, a son of John Booth, a sturdy pioneer of North of Ireland stock, who took up land near the Village of Waterloo, Shefford County, Quebec, was born in 1827. For four years he worked as a carpenter on the Central Vermont Railway, and at the age of twenty-five arrived in Hull with the sum of \$9 and the hopeful anticipation of making his way in the world. The first work obtained was to help build Leamy's mill, at Leamy Lake, near Hull. Soon afterward he rented a small mill from Alonzo Wright, and with the assistance of a lad named Robert Dollar, who is now the biggest ship-owner and timber operator on the Pacific Coast, began to manufacture split shingles. It was not long before the rented building was burned, but within a few days Booth rented the Philip Thompson mill on the Ottawa side of the river and made a fresh start, buying it in five years later. One of his earliest contracts was to supply lumber for the building of the Houses of Parliament, and some of the choice white pine lumber supplied may still be seen in the beautiful Library Building. In 1875 he built a sawmill at Burlington, Vermont; in 1893 he bought out Perley, Pattee & Brown, and built a splendid new mill which was burned a year later. During the great fire of 1900, his entire plant was wiped out, and in 1903 he again suffered loss from fire. Few could have survived these reverses of fortune, but he refused to

acknowledge defeat, and immediately set to work to rebuild on even a larger scale. The land left vacant by the 1900 fire which destroyed the plant of the McKay Milling Company, he bought, and in 1904 erected a large mill for the manufacture of wood pulp. In 1906 he began the manufacture of newsprint, which is shipped to all parts of Canada and the United States. In 1914 conditions in the lumber trade altered considerably, and he began to reduce the amount of sawn lumber manufactured and extend the production of newsprint. Approximately 2,000 people are given employment in the vicinity of Ottawa and 4,000 in the lumber camps, the golden key to his success being an abiding faith in the future of his native country, a faith that was fixed and unswerving when other men seriously doubted that the struggling young British colony of the fifties would ever grow to merit its swaddling clothes as a self-governing Dominion within the Empire. When others hesitated about paying \$30,000 for the Egan estate on the Madawaska he bought it in for \$45,000, and it is said that his total holdings have been as much as four thousand square miles. Without a doubt he was one of the mightiest timber kings of this continent, and he has left an indelible mark upon the industrial and commercial fabric of the Dominion.

In 1879 J. R. Booth came to the assistance of the Canada Atlantic Railway, which was a feeder of the Central Vermont. By 1882 it connected Ottawa with Coteau Junction, and furnished a short route to Montreal. Much opposition had to be overcome before the Ottawa station was moved from the southern end of Elgin Street to the heart of the city, where the Union Station now stands. As there was not enough traffic to make the road pay, it was decided to extend it to Parry Sound, which was reached in 1896. Including branch lines and sidings, this meant the construction of 500 miles of

standard gauge railway through a considerable stretch of non-agricultural land. The remarkable thing about the whole gigantic undertaking was that *Booth built the road with his own money*. When he needed more money he went to the bank and pledged his word and the interests of the road. On Georgian Bay a fleet of boats was acquired to bring traffic to that end of the road, but even then it did not pay dividends. From first to last some \$18,000,000 were spent on the road, and in 1905 it was sold to the Grand Trunk Railway for \$14,000,000.

Both as a timber operator and as a railroad builder, John R. Booth's picturesque career is rich in industrial romance. His foresight and unquenchable optimism made the Ottawa of to-day a transportation centre of consequence. The words of admiration and good-will heard from all who ever worked for or with this great Canadian are a just tribute to his character. Of his many great qualities none was more marked than the unostentatious, natural simplicity and directness of character he maintained so resolutely to the end of his day. On the 9th of December, 1925, he died in his ninety-ninth year, his surviving children being Mrs. A. W. Fleck, C. Jackson Booth and John Frederick Booth. In 1924 his favourite grand-daughter, Lois Booth, married Prince Eric of Denmark; so, here again, we have the romance of a son of an agricultural frontiersman in the Eastern Townships of Quebec becoming the grandfather-in-law of a Prince of the Royal House of Denmark.

THE CHAUDIERE DAM

Previous to 1868 the work of the mills at the Chaudiere Falls was greatly hampered by low water during the summer months, so the parties interested undertook the construction of a dam 400 feet long, 74 feet wide at the base and 62 feet at the top, and about 18 feet high. An

island two acres in extent and $5\frac{1}{2}$ feet above the water was completely removed, and some 9,000 cubic yards of stone were used to fill the cribwork built by John R. O'Connor. During the flood period the excess water flowed over the top of the dam, and thus prevented the flooding of the low lands along the shores of Lake Deschenes. On the 16th of October, 1868, the lumbermen interested held a great banquet to celebrate the completion of the dam. During the summer of 1896 the dam built in 1868 was completely removed and replaced by an enormous cement dam in the form of an arc of a circle stretching across the river, the engineer in charge being J. B. McRae, and the undertaking financed by the Ottawa and Hull lumbermen interested, the Ottawa Railway Company and the Ottawa Electric Light Company.

After watching the "hurly burly" of one of the great sawmills at the Chaudiere, a tourist once wrote: "Great chains and hooks descend and drag the logs up a trough-like incline into the dens where the myriad teeth of the terrible saws await them. After they are "slabbed off" to the proper thickness they pass under heavy rollers to the "gates." In each gate thirty or forty saws dart up and down in a gigantic dance, and against their lance-like teeth the logs are steadily and irresistibly driven until the steel bites its way from end to end. Beyond each gate endless chain-conveyors carry forward the planks and boards to be "edged." Behind each saw there shoots a curving yellow spray of sawdust, and the timber divides as swiftly as though it were the impalpable fabric of a dream. Next the boards are squared off at the ends by circular saws revolving so fast that they appear to be stationary. As each touches the innocent-looking humming disk there rises a soaring shriek which may quaver through the whole gamut, the chaos of strange

and strident noises being simply indescribable, and the whole scene of ceaseless activity a most novel and impressive one. By day the whole scene is enacted in the yellow gloom of a low-roofed timber structure housing the powerful and complicated machinery of the mill, and by night the continuous rending and biting of the saws is carried on beneath the white glare of countless electric lights."

RAILWAYS

UP to 1819 all freight coming up the Ottawa River was carried in large canoes, batteaux, or Durham boats, but in that year Philemon Wright established a steamboat service between Grenville and Hull. In 1825 the Ottawa Canal was finished and cargoes from Montreal began to arrive without breaking bulk at Carillon and carting overland to Grenville. In 1834 the Rideau Canal was completed and steamboat connection was established between Bytown and Kingston. During the long winter season freight coming from Montreal, Prescott and Kingston was hauled on sleighs, the route chosen usually being along the rivers and lakes, as soon as the ice was thick enough for safe travelling.

Shortly after the news reached Canada of the success of the London and Manchester line a charter was granted for the construction of the first steam railway in British North America, a sixteen mile stretch between Laprairie on the St. Lawrence River and St. Johns on the Richelieu, from which point it was navigable to Lake Champlain. In 1836 it was opened with horses, and in 1837 with locomotives.

On the 15th of September, 1836, the *Bytown Gazette* advocated the building of "The Ottawa & Lake Huron Railway, from Portage du Fort to Lake Huron by the nearest possible route and with the least possible delay, at a total expense of £75,000." The plan was to use the steamboats on the Chaudiere and Chats Lakes to connect with the railway at Portage du Fort, and the concluding words were: "This would bring the business of Upper Canada, of the northern regions, and also of the western

States, through Bytown." On the 4th of October the *Gazette* said: "Some time ago an English Company was formed to prosecute this route, and is still ready to do so, but, unfortunately its incorporation has been frustrated by the timidity and imbecile conduct of the Ministry and the unsettled state of Lower Canada."

In 1839 the only railway in Upper Canada was a horse-tramway between Queenston and Chippewa, which followed the old portage route round Niagara Falls. In 1845 the St. Lawrence & Atlantic Railway got a charter for a line to connect with the Atlantic & St. Lawrence Company of Portland. In 1846 the Lachine Railway was commenced, and in 1849 the St. Lawrence & Atlantic. The Great Western and the Northern were stimulated by legislation which gave a provincial guarantee for the construction of lines not less than 75 miles in length. In 1851 Sir Francis Hincks proposed a trunk line from Quebec to the Detroit River, which was finally built by British capitalists and for more than sixty years was known as The Grand Trunk Railway of Canada.

In 1844 an effort was made to improve the road between Bytown and Prescott. One proposal was to plank it, but lack of funds forbade. Early in 1850 Edward McGillivray of Bytown suggested to R. W. Scott, M.P.P., that he take the necessary steps to secure a charter for a railway from Bytown to Prescott. In Bytown a petition was signed by thirty-one of the most influential citizens and in Prescott by seven. In August a charter was obtained, and the company was authorized to own and operate steamers on the Ottawa and St. Lawrence Rivers, the run at either terminus not to exceed twelve miles. John McKinnon was President, Robert Bell Secretary, and Walter Shanly Engineer. Later on Shanly built a section of the Grand Trunk Railway and completed a four and three-quarter mile tunnel through

the Hoosac Mountain in western Massachusetts, after other contractors had given up in despair. In September work on the Bytown & Prescott Railway was begun at Prescott, and on the 9th of October near Bytown. As the line was less than 75 miles in length, government assistance could not be secured, and great difficulty was experienced in financing the undertaking. Bytown and Prescott each contributed \$200,000, other municipalities helped, and after four and a half years the 54 miles line was completed at a cost of \$1,732,647. In April, 1855, the first train crossed the bridge across the Rideau River and steamed into the station at the corner of Sussex and McTaggart Streets. For sixteen years this pioneer line was the only railway route between Ottawa and Montreal. In addition to the facilities it offered for transportation and travel, it was the means of enhancing the value of real estate throughout the territory traversed, and, later on, had an important bearing upon the location of the Capital of Canada. "Like the arteries and veins of the human body, railways are the channels which vitalize the extremities of the country and bring them into direct and immediate connection with the centres of commerce. They give value to natural products which remain valueless until they are brought within reach of consumers, change sterility to productiveness, convert the wilderness into cultivated farms, and substitute for the profitless hunting of the wild of the forest the peaceful and remunerative operations of modern husbandry." At Prescott a ferry-boat service afforded communication with the Western Vermont Railway to Albany, and the Ogdensburg & Vermont Central to Boston.

The first locomotive used on Bytown's pioneer railway was built by Hinkley & Drury of Boston, Mass., weighed about 32 tons, was called *St. Lawrence*, and was a wood-burner, Mike Mahar being the fireman and Robert

Graham the engineer. In a short time the *Oxford* and the *Bytown* were added, and it is a matter of interest to know that quite recently President E. W. Beatty, of the Canadian Pacific Railway Company, presented the brass-lettered name plate of the *Bytown* to the Bytown Historical Museum on Nicholas Street. As the road was built with the standard gauge of 4 feet 8½ inches and that of the Grand Trunk was 5 feet 6 inches, immense quantities of pork coming from Chicago, for use in the lumber camps along the Ottawa River and its tributaries, had to be reloaded at Prescott, so it was not long before the extra cost of handling and vexatious delays were eliminated by building cars whose wheels could be shifted from one gauge to the other by means of a powerful hydraulic press at Prescott. In 1859 the name of the road was changed to that of the Ottawa & Prescott Railway, and in 1867 to that of the St. Lawrence & Ottawa Railway. By 1865 the new locomotives added to the rolling stock were the *Ottawa*, the *Prescott* and the *Colonel By*. In 1866 the *Joseph Robinson* and the *Thomas Reynolds* came from the Kingston Locomotive Works, and in 1869 the *Lucy Dalton* (named after a niece of Lord Lisgar) and the *Lady Lisgar* came from the locomotive works at Taunton. Mass. In the early seventies the *Countess of Dufferin* and the *Calvin Dame* were added. In June, 1882, the C.P.R. secured a controlling interest in the road and transferred the *Lucy Dalton* to North Bay, from which point she pulled "the Mattawa mixed" for a number of years.

THE BROCKVILLE & OTTAWA RAILWAY

In 1853 the Brockville & Ottawa Railway Company was granted a charter to build a line "from Brockville to some point on the Ottawa River," with a branch line from Smiths Falls to Perth, and the Bytown & Pembroke Railway Company was authorized to build along the



Water-colour by Thomas Burrowes

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MACKAY'S MILLS, DISTILLERY, ETC
AND PART OF "NEW EDINBURGH," 1845



Water-colour by Thomas Burrowes

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"NEW EDINBURGH" IN 1845
FROM THE BYTOWN SIDE OF THE RIDEAU RIVER

south shore of the Ottawa River, one clause of its charter being: "The portion from Arnprior to Pembroke is to be subject to five years' suspension in favour of the Brockville & Ottawa Railway; and, should that company fail to build that portion in five years from the date of incorporation, it then becomes a part of the Bytown & Pembroke Railway. Power is also given to build a branch line from Arnprior to Georgian Bay, and thence to Sault Ste. Marie." The effect of this was to create a keen rivalry as to which road would reach Pembroke first.

From start to finish, the promoters and contractors of the Brockville and Ottawa line encountered a series of financial setbacks that would have discouraged the most stout-hearted, yet they persevered and finally reached the Ottawa River at Sand Point. On the 25th of January, 1859, the first locomotive and two miniature passenger coaches covered the 28 miles between Brockville and Smiths Falls in two hours, but the icy condition of the road from there to Perth, the breaking of a coupling, and the engine running out of water meant seven and three-quarters more before the last twelve miles were covered. As no emergency equipment was carried, a rope was used to pull in the rear coach, and the ditches along the right of way had to be searched until water was found for the engine. In August, 1859 the line reached Carleton Place, and in 1860 Almonte. In September, 1864, the Ottawa River was reached at Sand Point, where connection was made with the Union Forwarding Company's steamers to Portage du Fort and Pembroke.

On the 18th of May, 1861, the Canada Central Railway Company got a charter to build a line from Quebec to Lake Huron. As the counties of Lanark and Renfrew had borrowed a good deal of money to lend to the Brockville & Ottawa, and that road was in financial difficulty, the Honourable R. W. Scott induced Bolckow & Vaughan

(English iron merchants who supplied rails for the Brockville & Ottawa) to take over the charter of the Canada Central from Ottawa to Carleton Place. This 28 mile stretch was located by George F. Austin and built by Harry B. Abbott. On the 15th of September, 1870, it was formally opened and gave Ottawa another rail outlet to the St. Lawrence, as well as direct rail connection with Sand Point, with the expectation that the road would soon be extended eastward to Montreal and westward to Pembroke. The B. & O. and the Canada Central were in reality the same company with an interlocking directorate and the powerful firm of Bolckow & Vaughan behind it, and it is of interest to note that the names of some of the first locomotives were the *W. F. H. Bolckow*, *John G. Richardson*, and *H. Abbott*. In 1875 the Brockville & Ottawa reached Pembroke, in 1877 the Canada Central carried 132,000 passengers and 120,000 tons of freight, and in 1881 both roads were acquired by the Canadian Pacific Railway Company, which by 1883 had extended its main line as far west as Lake Nipissing.

In 1875 a charter was granted the Montreal, Ottawa & Western Railway, and in 1877 the name was changed to that of the Quebec, Montreal, Ottawa & Occidental Railway. By 1878 it had reached Hull, was known as the Montreal Northern Colonization Railway and was owned by the Quebec Government. Sir Henry Joly was then Premier of Quebec, and upon him Sir Richard Scott urged the importance of building an inter-provincial bridge above the Chaudiere Falls, to connect it with the Canada Central. In 1882 the C.P.R. purchased "the North Shore Line" for \$4,000,000, and thus the Capital of Canada was placed on the main line of our first trans-continental railway. During this same year interests friendly to the C.P.R. got a charter to build the Ontario

& Quebec Railway from Ottawa to Toronto, by way of Smiths Falls, Sharbot Lake and Peterborough.

In 1879 the Canada Atlantic Railway Company was granted a charter to build a line from Ottawa to Coteau Landing, thus giving a "short line" connection with Montreal, and providing a feeder for the Central Vermont Railway. In 1882 the first trains reached the station at the corner of Elgin and Catherine Streets. A few years later the Ottawa, Arnprior & Renfrew Railway Company obtained a charter, in 1888 the name was changed to that of the Ottawa & Parry Sound Railway, and in 1891 to the Ottawa, Arnprior & Parry Sound. In 1902 it absorbed the Canada Atlantic, in 1905 the road was sold to the Grand Trunk, and in 1921 it became a part of the Canadian National Railway system.

In 1874 the Ontario Pacific Railway Company was authorized to build from Ottawa to Cornwall, in 1897 the name was changed to that of the Ottawa & New York, and in 1900 it was sold to the New York Central. In 1882 the Pontiac & Pacific Junction Railway extended along the north shore of the Ottawa River to Fort Coulonge, was acquired by the C.P.R. about 1890, and now reaches Waltham, some 80 miles from Ottawa. In 1884 a charter was given the Vaudreuil & Prescott Railway, in 1890 the name was changed to that of the Montreal & Ottawa. In 1894 it was sold to the C.P.R., which built a connecting link between Smiths Falls and Bedell, and thus made it part of the present "Peterborough line," between Toronto and Montreal. In 1894 the Ottawa & Gatineau Railway got a charter, in 1901 it became the Ottawa & Northern, and in 1903 it was acquired by the C.P.R., which now reaches Maniwaki, some 82 miles up the Gatineau Valley. In 1897 the Ottawa & New York Railway Company was given a charter, and in 1898 reached Cornwall, where the St. Lawrence was bridged

and the time from Ottawa to New York shortened by about four hours. In 1898 the present "Short Line" between Ottawa and Montreal was completed through Vankleek Hill, Rigaud and Vaudreuil. About 1900 a charter was given the James Bay Railway, in 1904 it was taken over by the Canadian Northern Railway in Ontario, in 1910 the line connecting Ottawa and Toronto was completed, and in 1916 it became a part of the Canadian National Railway system.

STREET RAILWAYS

In 1866 the Ottawa City Passenger Railway Company got a franchise to build a single track line along Duke, Wellington and Bank to Sparks Street and thence along Sparks and Rideau Streets to Wurtemberg Street. Later on a branch line extended along Sussex Street to New Edinburgh. In summer horse-drawn cars were used, and sidings at intervals permitted the passage of cars moving in opposite directions. In winter the snow was so deep that "bob-sleighs" had to be used, and in spring the "pitch-holes" were so numerous that wheeled "busses" had to be employed. For this four mile line the equipment consisted of ten cars, 25 horses, 15 employees, 15 sets of bob-sleighs, 12 busses and ten snow plows, the number of passengers carried the first year being 273,000.

Some time previous to 1888 the Metropolitan Street Railway Company obtained a franchise to lay tracks along Rideau, Wellington, Bank, Albert, Maria (Laurier Avenue West), Theodore (Laurier Avenue East), Elgin, Slater and Nicholas Streets, but in that year it lapsed. In 1890 Thomas Ahern and Warren Y. Soper got a franchise for the Ottawa Electric Railway Company, and in 1891 the first electric cars and electric sweeper appeared. In 1893 the Ottawa City Passenger Company was absorbed, the line was extended to Rockcliffe and a thirty-year franchise

was granted the newly organized company. From the beginning all cars were heated by electricity, and the line has no peer on the continent, either for cheapness of fares or for service rendered patrons. On the 25th of May, 1900, the double track line was opened to Britannia, on the south shore of the beautiful Ottawa River, nine miles from the City Hall.

In the early eighties the C.P.R. built a steam railway from Hull to Aylmer, but in 1898 it was taken over by the Hull Electric Company, double tracked, and converted into an electric line, the Ottawa terminus being on the west side of the Chateau Laurier, and across the street from the magnificent Union Station used by the steam roads entering the city.

MILESTONES

IN sketching the birth and growth of what Professor Goldwin Smith rather ill-naturedly describes as "A sub-arctic lumber-village converted by royal mandate into a political cock-pit," many interesting events which could not very well be included under the headings of the chapters already written are now recorded under the rather indefinite title of "Milestones."

Following the influx of canal workers, a Post Office was opened on the north side of Rideau Street, between Mosgrove and William. The first postmaster was Matthew Connell, who succumbed to the cholera epidemic of 1834. The second was Captain W. G. Baker, and the office was on the site of what is now known as 357 Wellington Street, where it remained until 1850. Then it was in a building on the eastern part of the Russell House property, and later in a building erected by the postmaster. In 1876 it moved into its present quarters, which were four years in building and cost \$235,000.

On the 26th of August, 1828, the *Perth Independent Examiner* carried the following interesting advertisement: "In consequence of the decision of the Court of King's Bench held at Perth on the 20th instant, proving the Subscriber's indisputable title to that valuable tract of Land in the Township of Nepean, formerly known as Richmond Landing (at present THE TOWN OF SHERWOOD) and adjoining Bytown. Reports prejudicial to the title of said Land having been maliciously circulated by a Personage of High Rank and Respectability have heretofore prevented the Subscriber from disposing of

said Land. The situation is most beautiful and salubrious, being on the south side of the Chaudiere Fall with the Grand Union Bridge abutting on the centre of the front and leading through the main street. It is replete with mill sites, and, for commerce, no situation on the Ottawa can equal it. As much as possible, the Subscriber is determined to confine his sales to persons of Respectability.

“John Le Breton.”

The “Personage of High Rank and Respectability” was none other than the Earl of Dalhousie, who, in 1822, wrote Andrew Berry: “I am more confident than ever that the purchase of the Landing Lot by Captain Le Breton was an illegal purchase.” Two years later he wrote Sir Perigrene Maitland: “I find myself under the necessity of troubling you on the old subject of the Richmond Landing Place; not, however, as to the propriety of sale or right of property. Mr. Robert Randall must undertake these questions himself; but upon notice of ejectionment by Captain Le Breton and Mr. Sherwood to the persons occupying the Government Store and House adjoining it. My present wish is that you will grant authority to these people to move their house and that store back upon the Clergy Reserve (Lot 39) for a time, to protect them and until final arrangements can be come to on the views and intentions of Government to promote that most important line of communication,” *viz.*: The Ottawa & Rideau Canals. In 1828 Dalhousie again wrote: “On the part of Government, I have maintained the Firth’s in their possession, and think they ought to be maintained in it against the pretensions set up by Sherwood and Le Breton.”

On the 9th of May, 1829, some sixty-four inhabitants of Bytown presented a petition to the Ordnance Department, asking that the “Lots in Bytown be all made

freehold, or else the rents reduced." Not until 1843 were those living on Ordnance lots entitled to vote for members of Parliament.

About 1832 Thomas MacKay built a grist and saw mill at the eastern edge of the Rideau Falls, of which Dr. Barker of Kingston, in 1834, wrote: "These mills are presumed to be the best in Upper Canada, not excepting those belonging to Messrs. McDonald of Gananoque." Sometime around 1843 a five-story stone grist mill was built, and shortly afterwards a carding mill. By 1850 New Edinburgh was quite a stirring place, as many as one hundred farmers' waggons being often seen around the grist and carding mills, or in the long sheds on Sussex Street.

In 1834 the population of Bytown was 2,400, and Henry Bishoprick had a widely-known "Medical Hall" where all and sundry could procure "Godfrey's cordial, essence of peppermint, Cooper's pills, syrup of horehound, Winter's vermifuge, etc., etc., at Montreal prices; also fox and wolf poison, oils, paints, turpentine, pocket cutlery of all sorts, tortoise-shell combs, Macassar oil, and Butchart's Restorative Balsam."

In 1836 there were only fifteen or sixteen buildings on Wellington Street and six or seven on Kent Street, some of the owners and tenants being Daniel O'Connor, Captain Baker, Rev. John Cruikshank, Rev. S. S. Strong, Dr. Gellie, Mr. MacDonald of the Royal Engineers Office, George Lang, Nicholas Sparks, Charles Shireff, Captain Rudyard, John Chittty's hotel, Stanley's tavern, and the general stores of Daniel Fisher, John McCarthy and Edward MacGillivray. During this year Dr. A. J. Christie founded the *Bytown Gazette*, whose files inform us that in June "A bad fire broke out in a vacant wooden building owned by D. McKinnon, on the Creek side in Market Square, Lower Bytown. The engine from Upper

Town, and also from the Barracks were soon on hand and saved what might have been an extensive blaze." On the 23rd of July "A public meeting was held in the Court House to form a Fire Club and purchase a Fire Engine with money raised by voluntary subscription." In August a central committee was formed and instructed to petition the House of Assembly for the formation of a new District for the administration of justice. As the territory between the St. Lawrence Rivers was then divided into the Eastern, Ottawa, Johnstown and Bathurst Districts, people were often compelled to travel from 50 to 100 miles through the bush to attend the Courts held at Cornwall, L'Orignal, Brockville and Perth. "The expense of conveying persons to Perth are so great that many felonies and assaults are annually overlooked because of the inability of the people to raise the money to bring delinquents to justice" "Bytown is the centre of the Lumber Trade, and it is well-calculated to become the Capital of the new District." During this same month a branch of the Bank of British North America was established "as a means of strengthening the British connection," whilst some of the advertisements carried by the *Gazette* during 1836 were those of John Bareille & Co., John Chitty, William Dexter, John Robertson, Lyman Perkins, J. R. Stanley, Dr. Stratford, Shriver & Dean, Thompson & Burke, and Wood & Holton.

In 1837 the Bytown Benevolent Society was established "for the purpose of relieving the suffering which the poor and destitute of the community might be exposed to from the scarcity and high price of provisions." In May the Ottawa & Rideau Forwarding Company published its tariff of freight rates from Montreal, and John Perkins established a Horse Ferry-boat between Bytown and Hull, "of great benefit now that the Chaudiere Bridge is down." In November the new fire-engine arrived and

was described as "one of great power and approved construction." During this year the Official List of Tavern-keepers was: Lucius Barney, Julius Burpee, Thomas Cochrane, John Johnston, Donald McArthur, Narcisse Paul, and William H. Thompson; whilst amongst the advertisements we read: "B. S. Currier announces that he has taken a room at Mr. Julius Burpee's, where he will perform the following operations: Inserting Artificial Teeth, and Cleansing and Filling those that are Decayed."

On the 3rd of January, 1838, the First Carleton Light Infantry was formed under the gallant veteran, Colonel Burke. "After muster he addressed his men in a speech replete with that chivalrous patriotism which glows in the breast of every true soldier." In May the Justices of the Peace of all these Townships held a meeting in Doran's Hotel "for the purpose of appointing a Building Committee to obtain Estimates and Proposals for a Gaol and Court House in Bytown." In August H. W. Knapp had the following notice in the *Bytown Gazette*: "Run away from the Subscriber, about a month since, Miglory Velekat, an Indented Apprentice to the Tanning and Currying business. All persons are forbid employing, harbouring, or trusting him, under penalty of the Law." In September Lyman Perkins set up a blast furnace and cast the first mould-board, side-plate and point ever made for a plow in Bytown. In December William Skead announced the opening of "A Sleigh, Cart & Wagon Manufactory near McLachlan's Mills, at the Chaudiere Falls." Other advertisements were those of Mr. Lyon, who had "A Law & Notarial Office in the Sparks' Building, opposite the Market Square, Upper Bytown," and of Robert Leishman, who offered to sell "Ready Made Clothing."

About 1838 Thomas MacKay built a handsome stone residence (locally known as "The Castle"), which, in

July, 1868, was purchased as a home for the Governor-General of Canada, and was given the name of "Rideau Hall." Since then many additions have been made to the Vice-regal residence. An old map of the city shows that the original intention was to build the Governor-General's residence in Major Hill Park, west of Mackenzie Avenue and between the prolongation of Murray and Clarence Streets.

In the spring of 1839 a rowing club was organized. "A few of the gentlemen of this Town have procured an elegant Clyde-built six-oared gig, named, 'The Water Witch,' with which they are practising, and for which our splendid river offers so ample an opportunity." In August the inhabitants of Lower Bytown began the construction of a Public Well. "The site fixed upon is the Market Square, near McArthur's Hotel." During this year the Assessment Roll showed that there were 2,073 people in Bytown, and some of the advertisers in the *Gazette* were C. T. Baines, "Practising Lawyer, in Lower Bytown," William Bishoprick, "Chemist & Druggist, in Upper Town," and Donaghy & Harrison, "Cheap Blacksmith Shop." During the year 1840 some of the business advertisements were those of J. B. M. Dupuis, "New Watchmaker Shop, opposite Ottawa Hotel, Sussex Street," H. Freleigh, "Hat Manufactory, Lower Bytown," "Kirk's Hotel & Boarding House, opposite Market House, Upper Bytown," and Isaac McTaggart, "New Distillery at New Edinburgh." Knapp & Knowlton gave notice of dissolution of partnership in the furniture business, John McKinnon announced that he would lease the British Hotel, Robert Russel advertised "I will devote my time to measuring lumber," and J. P. Weir displayed the following statement: "J. P. Weir—Steamboat Office, offers for sale Salt & Whisky; Lots of it!"

On the tenth of February, 1841, official notification of the union of Upper and Lower Canada reached Bytown. "Immediately a few public-spirited individuals set about getting up a bon-fire to inform the country all around of the news." In September a Fall Fair was held, and editor Christie voiced the following protest: "We are compelled to express our disapprobation of practices displayed on this day; namely, horse-racing in the streets. True, our Town is not yet incorporated, but it betrays a gross degree of negligence on the part of our Magistrates to tolerate, under their own eyes, proceedings inadmissible in the veriest Hamlet of England." In 1842 the Bank of Montreal established a branch here, with James Stevenson as Manager. In 1844 it bought the Royal Exchange Hotel, at 201 Wellington Street, where it transacted business for almost thirty years. Throughout Canada and Newfoundland it now has more than six hundred branches.

Amongst the business advertisements for 1843 are those of Atherill's Grocery Store at the north-east corner of Rideau and Sussex Streets, Cochrane's Stove Store (the second of its kind), Malcolm Ferguson's Tailor Shop, Peacock's General Store, and Workman & Griffith, at the corner of Rideau and Mosgrove Streets. During the summer of 1844 plank walks were laid on Rideau and Sussex Streets, St. George's Society was formed, a Brass Band was organized under the leadership of William Balburnie, M. K. Dickinson made his start in the forwarding business, and the Union Suspension Bridge at the Chaudiere Falls was opened for traffic. Somewhere about the same time the Carleton Cricket Club was organized by G. P. Baker, but was short-lived. In 1849 it was revived under the name of the Bytown Cricket Club, matches being played on the commons where the Parliament Buildings now stand. The first "foreign"

match was played at Aylmer—the Bytown eleven being Baker, Clemow, Dutton, Haney, Keefer, Dr. Laing, Rogers, Sherwood, Street, Tormey and Whitaker.

In 1845 the Bytown & Montreal Telegraph Company was organized, with Edward McGillivray as President, and in 1847 telegraphic communication was established with the outside world. In 1848 Bytown was incorporated as a town, the first Mayor being John Scott, a Barrister-at-law who afterwards represented Bytown in Parliament. The Town Clerks were John Aikens, John George Bell, Edward Burke and Francis Scott, and the Treasurer was Edward Masse. During this year Sparks Street was opened up from the Sappers' Bridge to Bank Street, and Sussex Street was extended southward from Rideau Street to the Canal Basin. In 1850 Queen, Albert and Maria (Laurier Avenue West) Streets were laid out, the easterly half of Daly Avenue was impassable because of great stumps in it, and Stewart Street was opened up only as far east as King Edward Avenue. New Edinburgh extended from the Ottawa River to a point only 200 feet south of Sussex Street. Near the corner of Sussex Street and Stanley Avenue Thomas MacKay had his office in a stone building where his son-in-law, John McKinnon, lived. Later on McKinnon built and named "Earnscliffe," for many years the home of the Right Honourable Sir John Alexander Macdonald and of Baroness Macdonald, and now belonging to Mrs. Charles A. E. Harris. In 1866 the village of New Edinburgh was incorporated, and by 1873 it occupied the square bounded by the Ottawa River, MacKay Street, Union Street and the Rideau River. About 1875 it began to grow rapidly, and in 1887 became part of the City of Ottawa, with the designation of "Rideau Ward."

In 1852 the water-power privileges at the Chaudiere Falls were bought by enterprising lumbermen who

established sawmills there and gave employment to a large number of men during the summer months. In 1853 there were sixty stores, three banks, three insurance offices, three newspapers, one telegraph office, and seven schools in Bytown. In 1854 the Bytown Consumers Gas Company was incorporated, with a capital stock of £10,000, and a fifty year charter. As it was given permission "to lay down pipe for the conveyance of gas under any or all of the streets, squares or other public places of the Town," the result was that openings were made wherever it suited the company and permanent ruts were left until the civic authorities repaired them. During this year the old *Alliance* fire-engine was replaced by two new ones known as the *Chaudiere* and the *Ottawa*. As the population of the town had now reached the ten thousand mark, the Legislature of United Canada (sitting at Quebec) passed an Act incorporating it as "The City of Ottawa," which was divided into five wards, with two aldermen and two councillors representing each of them. Accordingly, on the first day of January, 1855, Bytown changed its name to that of The City of Ottawa, the name Ottawa being suggested by Colonel George Hay, who also designed a Coat of Arms bearing the word "Advance." The first Mayor was John Bower Lewis, M.P., and the first aldermen and councillors were Joseph Beauchamp, N. S. Blaisdell, Damase Bourgeois, Nathaniel Burwash, John Forgie, James Goodwin, Thomas Hinton, Thomas Langrell, James Lemay, Andrew Main, James Matthews, Edward McGillivray, Lyman Perkins, Charles Rowan, Edward Smith and Eusbe Varin. One of the first acts of the new council was to perpetuate the name of the illustrious founder of Bytown, by changing the name of the old North Ward to that of By Ward. The interpretation of Ottawa's coat of arms is as follows:—The figure of the man on the left of the crest represents the dignity of

labour; the figure of the woman on the right, Justice; the plough and sheaf of wheat, Plenty; the uplifted broad-axe, the Square Timber Trade; the beehive, Industry; the locomotive, Transportation facilities by Rail; the rural scene and setting sun, "A country blessed with sunshine, timber and game"; the falls, Waterpower; and the rose, shamrock and thistle, "British connections."

A BIT OF CANADIAN HISTORY

In 1791 the old Province of Canada was divided into the two Provinces of Upper and Lower Canada; Newark (Niagara-on-the-lake) being the capital of the former, and Quebec of the latter. In 1793 the capital of Upper Canada shifted to York (Toronto), and in 1841 Upper and Lower Canada were re-united, "the Governor of the Province, for the time being, to fix such place or places within any part of the Province of Canada, and such times for holding the first and every other Session of the Legislative Council and Assembly of the said Province." Lord Sydenham chose Kingston, but in 1843 the Legislative Assembly changed the capital to Montreal. In 1849 an excited mob sacked and burned down the Parliament House, and insulted and attacked the Governor, Lord Elgin; so the Assembly asked his Excellency to call Parliament alternately at Toronto and Quebec, every four years. Accordingly, in 1849, the Governor and Departments were removed to Toronto. In September, 1851, they moved to Quebec; in October, 1855, back to Toronto; and in September, 1859, back to Quebec. This perambulating system was very expensive, and there was always the risk of losing valuable records; so in 1857 the Mayors of Hamilton, Toronto, Kingston, Montreal, and Quebec were invited to present a memorial of the advantages which their respective constituencies might offer as the permanent seat of government. In making a

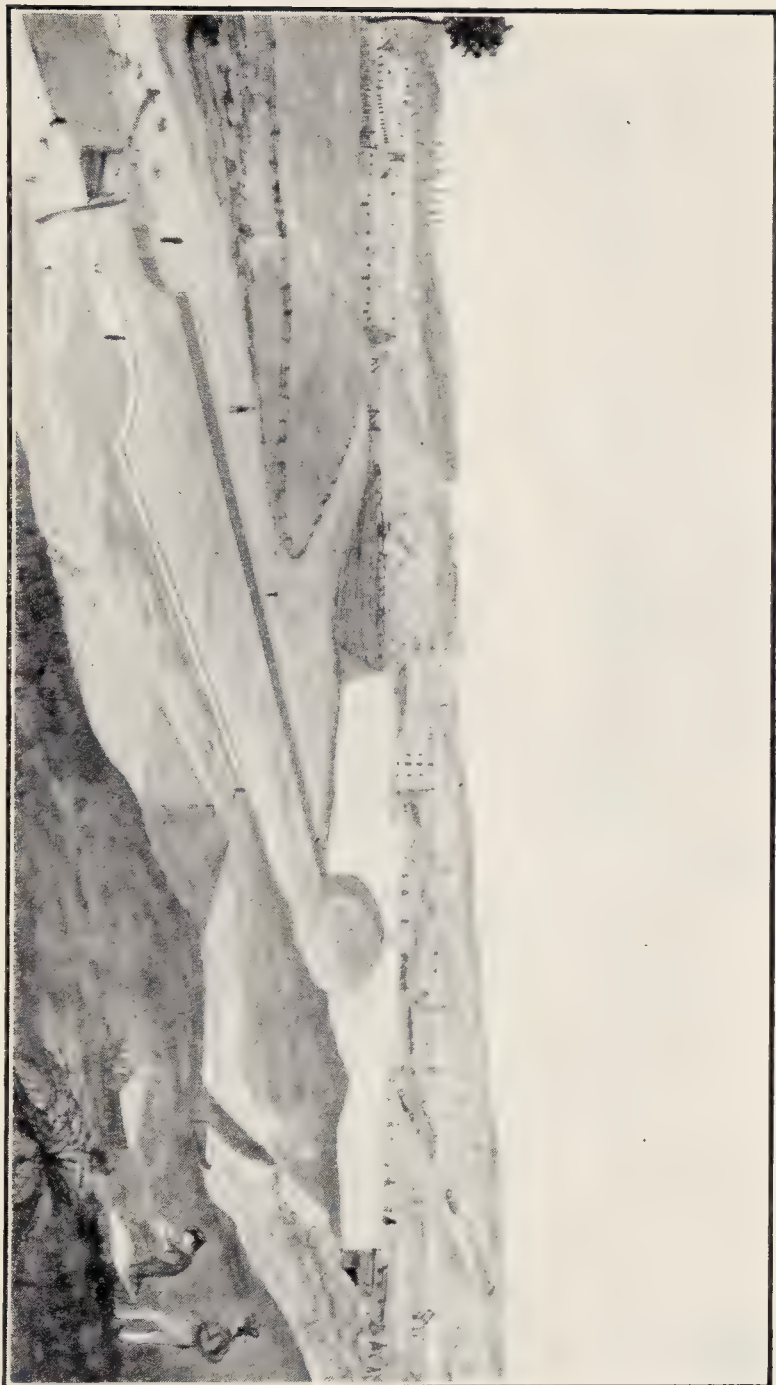
decision, Queen Victoria was guided by the advice of Sir Edmund Head, who regarded the choice of Ottawa as the safest settlement of a dangerous question. On the 16th of March, 1858, the Queen's choice was announced, and aroused such intense local hostility that nearly a year elapsed before the Canadian Legislature formally acquiesced. During this time Sir Richard W. Scott's strategy and herculean efforts changed a majority of fourteen against ratifying the Queen's choice into a majority of four in favour of it. To him, beyond all other Canadians, Ottawa owes the pride of being the Capital of the Canadian Confederation, and the story of his campaign to that end is a rare illustration of what intelligent, determined and unwearying perseverance sometimes accomplishes in the face of heavy odds. Young as she is, Canada furnishes material for a lively chapter on the vicissitudes of capitals. Strategically posted at Niagara, tossed backwards and forwards, shuttle-cock fashion, between jealous Toronto, Kingston and Quebec, and pelted with paving-stones and burned out of their Chamber by an exasperated mob at Montreal, her legislators, thanks to the direct selection of Queen Victoria herself, found refuge "in a modest village-town perched meekly on high bluffs and intervening valleys, between the spray and roar of two headlong river-falls."

On the 20th of December, 1859, the first sod was turned for the erection of the Parliament Buildings, and on the first of August the ceremony of laying the corner stone was conducted with great solemnity by His Royal Highness, Albert Edward, Prince of Wales, afterwards King Edward VII, or "Edward the Peacemaker." During the autumn of 1865 the Public Departments were moved from Quebec to Ottawa, and on the 20th of October a Proclamation was issued at Montreal permanently fixing the Capital at Ottawa. The first session of

Water-colour by Thomas Burrows

"LOWER BYTOWN" IN 1845

VIEW FROM EASTERN END OF WHAT IS NOW KNOWN AS THE LAURIER AVENUE BRIDGE



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Parliament met on the 8th of June, 1866, and it was during this session that the grand project of the confederation of the four provinces of Ontario, Quebec, New Brunswick and Nova Scotia was matured. On the first of July, 1867, the Dominion of Canada came into existence, with Ottawa as its Capital. In 1869 Rupert's Land and the North West Territory was purchased from the Hudson Bay Company; in 1870 the Province of Manitoba was created; in 1871 the Province of British Columbia joined the Confederation; and in 1873 Prince Edward Island came in. In 1905 the two new Provinces of Alberta and Saskatchewan were created, and the Federal Government undertook the administration of law and order in the Yukon and North West Territories. In 1927 some 115,000 square miles of territory along the Labrador coast and in north-eastern Quebec were awarded to "the ancient colony" of Newfoundland.

In 1863 a paid police force was organized in Ottawa, the first constables being Magliore Berichon, John Browne, Frederick Davis, Paul Favreau, Thomas Greene, Frank Kilby, Joseph Levecque, John Little, Neil Morrison, Michael Nile, E. J. O'Neill and Thomas Rathwell. Thomas Langrell was Chief of Police, and the Commissioners were Mayor H. J. Friel, J. B. Lewis and Dr. Hamnett Hill. In March, 1866, the Ottawa Field Battery and all local units available were stationed at Cornwall and Prescott to repel the Fenian raids. On the 28th of July, 1867, Lord Carnarvon cabled Viscount Monck: "I am commanded by Queen Victoria to convey to the Governor-General of Her Majesty's North American Provinces Her Majesty's congratulations on the completion of the Atlantic Telegraph, and the strengthening thereby of the unity of the British Empire. Her Majesty includes Her Ancient Colony of Newfoundland in these congratulations to all Her faithful subjects." In 1867

the Young Men's Christian Association was organized; in 1900 it was incorporated, and in 1907 the fine building at the north-east corner of Laurier Avenue and Metcalfe Street was erected. In 1868 the Young Briton's Lacrosse Club played on the ground where the Technical School on Albert Street now stands, and later on the Shamrocks played on "McGovern's Common"—about where the St. Jean Baptiste Church on Primrose Avenue is located.

On the 7th of April, 1868, the Honourable Thomas D'Arcy McGee was assassinated as he was opening the door of his lodging house on Sparks Street. As a prophet of Canadian nationality, a statesman, a brilliant debater, an outspoken opponent of Fenianism, and an able journalist he was one of the outstanding members of the "Fathers of Confederation." At all times he pleaded for tolerance of all races and creeds and laid great emphasis upon the necessity of developing a broad-minded national spirit. The day after his assassination the *Toronto Globe* said: "He was marvellously eloquent; his words were fitly chosen and gave every intimation of masterly power. His wit, his power of sarcasm, his readiness in reply, his aptness in quotation, his pathos which melted to tears, and his broad humour which convulsed to laughter, were all of a very high order. Among the orators of Canada, either within or without the House, he was without a peer, and even his opponents will miss the speeches in which he developed his plans for promoting the greatness of Canada."

On the 11th of October, 1869, Prince Arthur (afterwards the Duke of Connaught, brother of King Edward VII, and Governor-General of Canada from 1911 to 1916), visited Ottawa, and in February, 1870, returned for a week. On the 20th of May, 1870, a detachment of the 60th Rifles left to join General Wolsey's expedition to suppress the Red River Rebellion, and on the 24th of

May the Ottawa Garrison Artillery went to Prescott to help repel the second Fenian Raid. On the 23rd of September the corner stone of the Court House for the County of Carleton was laid.

In 1871 definite action was taken to build a pumping station and lay water mains, the intake being 3,000 feet above the Chaudiere Falls. H. F. Bronson presented the city with the land on which the pumping station is built, in 1874 the work was completed, and by 1876 some \$914,000 had been spent on the project, the water commissioners being Francis Clemow, Dr. Sweetland, Dr. J. C. Beaubien and Thomas Coffey.

In 1872 the Ottawa Troop of Cavalry was organized, and two weeks later the Governor-General's Foot Guards. In 1879 the name of the Cavalry was changed to that of the Princess Louise Dragoon Guards. In 1873 the only theatre in Ottawa was an old rink on Slater Street, where the big Militia Building stands. In 1874 the Upper Town Market Building was started, Major Hill Park was taken over and converted into a civic garden, the first steam fire-engine was purchased, and the Consumers Gas Company signed a contract to light certain streets at the rate of \$26.50 per lamp per year—the company to have a perpetual franchise and the city to pay for the posts!

In 1875 the wooden building used for a City Hall was replaced by a handsome stone building costing a trifle over \$90,000, the two-story building across the street was replaced by the Grand Union Hotel, the Dufferin Bridge was built to connect Wellington and Rideau Streets, and the Normal School was opened. With the exception of a small colony at "Stewarton," there was practically nothing but pasture land south of Lisgar Street, and on "St. Patrick's Day," 1876, a carriage stuck in the mud on Maria Street (Laurier Avenue West) had to be pried out with fence rails.

In 1882 the first meeting of the Royal Society was held, and the Langevin Block was built. In 1888 the Central Canada Exhibition was started. In 1889 some 148 acres in the Township of Gloucester, adjoining "New Edinburgh," became a part of the City of Ottawa, whilst 1,216 acres (including "Stewarton," "Rochesterville" and "Orangeville") in the Township of Nepean, were also annexed. During the eighties and nineties many of the stores displayed signs illustrative of the business conducted. For example, there was a big teapot in front of J. G. Robertson's grocery; a big hat in front of R. V. Devlin's hat shop; a large golden lion advertised Caldwell's clothing store; a big boot indicated the location of A. J. Steven's shoe store; a huge watch located James Tracy's jewelry store; the skeleton of a horse showed where the veterinary surgeon's office was; a mortar and pestle was suspended over R. J. Mill's drug store; a large book showed the whereabouts of the leading book store; a large camera advertised Spencer's photograph gallery; a large saw was suspended over McDougall & Cuzner's hardware store; blacksmith shops usually displayed a large tin anvil; and tobacco shops generally had wooden Indians in front of them.

In April, 1900, a great fire swept across the Ottawa River from Hull, rendered 15,000 people homeless in the district east of Division Street, and destroyed \$10,000,000 worth of property. In March, 1901, the Interprovincial Steel Bridge begun in 1898 was opened for railway and vehicular traffic, at a cost of \$1,250,000. It is 1,500 feet long, has the longest cantilever span of any bridge in Canada, was named in honour of Queen Alexandra, consort of King Edward VII, and the first regular train crossed it on the 22nd of April. During the summer the Minto Bridges across the Rideau River were finished at a cost of \$40,000, the present Laurier Avenue Bridge

replaced the old "Maria Street Bridge" across the Rideau Canal, and the Duke and Duchess of York and Cornwall (now King George V. and Queen Mary) visited Ottawa and made an extensive tour of the Dominion.

In 1903 fire swept "Rochesterville" from the Broad Street Station to the St. Louis Dam, and Ottawa University was burned to the ground. Between Second and Third Avenues, in the "Glebe," a considerable portion of the low land was filled in with sand taken from the high land along Carling Avenue, the grade being steep enough for the loaded railway cars to run down of their own weight, and horses being used to haul them back. In 1904 the Driveway was formally opened and the Cabmen's Association tendered a complimentary drive to Sir Wilfrid Laurier, the Mayor and Aldermen, Sir William Mulock and other distinguished guests. In 1919 the Ottawa Improvement Commission was given power to borrow money on interest-bearing debentures, the city also contributed liberally, and it was not long before the æsthetic gain was most marked. In 1907 some 1,566 acres in the Township of Nepean (including "Bayswater," "Hintonburg," "Ottawa South," "Ottawa East," and "Rideauville") became a part of the city; and in 1911 "Mechanicsville" (some 99 acres in Nepean) was annexed.

FEDERAL BUILDINGS

Up to 1897 the Public Works Department limited the scope of its activities to the buildings on Parliament Hill, the Governor-General's residence in New Edinburgh, the Post Office, the Supreme Court building, the Geological Museum on Sussex Street, the Langevin Block on Wellington Street, a few insignificant buildings at the Central Experimental Farm, and the Art Gallery, replaced in 1918 by the Hunter Building.

As the Dominion advanced in prosperity and the volume of government business increased, pressing demands were made for increased office accommodation; so the following new buildings were erected:—In 1900 and 1914 additions were made to Rideau Hall, in 1902 the Dominion Astronomical Observatory was erected on the grounds of the Central Experimental Farm, in 1904 the Victoria Memorial Museum to house the Geological Survey of Canada, in 1905 the Archives Building and the Royal Mint, in 1913 the Connaught Building, and in 1918 the Hunter Building. Some idea of the enormous expansion that has become necessary since 1897 may be gathered from the fact that in 1897 the total cost of construction, repairs, furniture, rentals, staff and maintenance was \$333,911; for 1907, \$1,128,750; for 1917, \$3,154,713; for 1919, \$4,994,045; for 1921, \$5,117,100; for 1923, \$3,111,761 and for 1925, \$3,516,605.

CENTENARY CELEBRATIONS

During the week of August 22-28, 1926, more than ninety thousand visitors flocked into Ottawa to celebrate the founding of the city a century ago. On Sunday afternoon the ceremonies were most fittingly opened by a military parade of three thousand troops from Cartier Square to Lansdowne Park, where the Right Rev. A. F. Winnington-Ingram, Lord Bishop of London, England, preached a most impressive and appropriate sermon to over fifteen thousand people. Monday evening a great military tattoo was held at Lansdowne Park. On Tuesday and the following evenings each phase of the rise and growth of Canada's Capital was reviewed in a magnificent historical pageant presented with consummate grace and fidelity. H. H. Rowatt was Chairman of the Talent Committee, Lawrence J. Burpee of the Historical Committee and Regis Roy for programme. The opening

scene represented The Confederation of the Canadian Provinces. Then there followed highly spectacular representations of The Spirit of the Chaudiere, the Early Indians, the Coming of the White Men, Pioneer Settlers, the Lumbering Industry, Bytown and Its Early Inhabitants, the Choosing of Ottawa as the Capital of Canada, and a tabloid picture of "The Fathers of Confederation." Under the direction of Cyril T. J. L. Rickwood, a pageant choir of a thousand voices sang ten selections of a national character, some of which were: "O Canada!" "O Carillon!" "Land of Hope and Glory," "Alouette," "Les Raftsmen," and "See the Conquering Hero Comes." Each morning and afternoon was filled up with the unveiling of tablets, luncheons, receptions, motor boat races, baseball matches and a great Rodeo exhibition at Lansdowne Park. On Thursday evening an Old Time Parade three miles long visualized many interesting events during the first century of the city's existence.

ORIGINS OF STREET NAMES

AN exhaustive study of the origins of the names of Ottawa's streets, public parks and squares and bridges has brought to light so many interesting facts that it has been decided to record them in a chapter of their own. Many of these names perpetuate those of members of the royal family and of distinguished British statesmen and warriors, others those of early residents of Bytown and Ottawa, others those of noted scientists and men of letters, and still others those of famous places all over the world.

Aberdeen—After the seventh Earl of Aberdeen, Governor-General of Canada from 1893 to 1899.

Addington—Henry Addington (1754–1844), Prime Minister of England 1801–3.

Adelaide—After a member of the Mutchmor family.

Albert Street, Park and Island—Albert Edward, Prince of Wales (1841–1910), afterwards King Edward VII.

Alexander—After the eldest son of the Honourable Thomas MacKay.

Alexandra Bridge, Park and Lane—Queen Alexandra, consort of King Edward VII.

Allan Place—Allan Powell, Sheriff of the County of Carleton.

Amherst—Sir Jeffrey Amherst, Commander-in-chief of the forces in British North America, and Governor-General from 1760 to 1764.

Anderson—William Anderson, Manager of Booth's Mills.

Anglesia Square—A variant spelling of Anglesey; the Marquis of Anglesey (1768–1854), being a distinguished Field Marshal.

Argyle Avenue—Ninth Duke of Argyle, and Governor General of Canada from 1878 to 1883.

Arlington Avenue, (formerly Archibald Street)—The first Earl of Arlington, British statesman and diplomat.

Armstrong—Named after Judge Armstrong.

Augusta—A Roman town, where London now stands.

Avon Lane—After a New England family living there.

Aylmer Avenue—Baron Aylmer, Governor-in-chief of Canada from 1830 to 1835; after whom the town of Aylmer was named.

- Baird—N. H. Baird, Ordnance officer and a prominent citizen of Bytown.
- Baldwin—A. H. Baldwin, Lumber merchant and iron founder.
- Bank, (formerly Esther, after Esther By)—Some say this important thoroughfare was named because the Bank of Montreal had its office at the corner of Bank and Wellington Streets, and others because at first it was a short street running to the bank of the Ottawa River.
- Barton (formerly William)—After an early resident of the locality.
- Basil—After Basil H. Bell, a son of Robert W. Bell, and an alderman.
- Bay—Because it runs southward from a small bay in the Ottawa River.
- Bayswater, (formerly Fourth Avenue, Hintonburg)—Runs southward from Nepean Bay.
- Beaconsfield Place—Earl of Beaconsfield (1805-1881), Prime Minister of Britain in 1868.
- Beckwith Road—Sir George Beckwith (1753-1823), Commander-in-general of Ireland.
- Belgrave Road—After Belgrave Square, London, England.
- Bell—After Robert Bell, journalist, railway promoter and representative of Russell from 1861 to 1867.
- Bellvue Terrace—Extending along the Ottawa from the Printing Bureau to MacKay Street, and commanding a magnificent view of the river and the distant Laurentian Mountains.
- Belmont Avenue—After a character in Moore's play "The Foundlings."
- Bertrand—Henri Gratien Bertrand (1773-1844), a noted French general who served under Napoleon Bonaparte.
- Besserer—After Louis Theodore Besserer, original owner of "Sandy Hill."
- Beverley Avenue—After an old cathedral town in Yorkshire.
- Bingham Park—Samuel Bingham, lumber merchant, and mayor in 1897 and 1899.
- Blackburn Avenue—Robert Blackburn, lumber merchant.
- Bolton Avenue—Daniel Bolton, Major in the Royal Engineers.
- Bonita—A variant spelling of the Spanish *bonito*, meaning pretty.
- Booth, (formerly Bridge and Division)—After J. R. Booth, (1827-1925), prominent lumber merchant and railway builder.
- Botelier—Richard A. Botelier, Lieutenant-Colonel of the Royal Engineers during the building of the Carillon and Rideau Canals.
- Bower Avenue—After Dr. Bower.
- Brighton Avenue—After a famous English watering place.
- Bristol—Edward Bristol, an early resident of the district.
- Britannia Terrace—Overlooking the Ottawa River, and named after the poetical name for the United Kingdom of Great Britain and Ireland.
- Broadway Avenue—After a well-known New York Street.
- Bronson Avenue and Park—Erskine Henry Bronson, lumber merchant, member of the Legislative Assembly in 1866 and a member of the Executive Council from 1890 to 1897.
- Brunswick—Named after the Royal House of Brunswick.
- Bullman Avenue—James Bullman, of Hintonburg.
- Byng Drive—Baron Byng of Vimy, a distinguished British General during the Great War and Governor-General of Canada from 1921 to 1926.
- Byron—Lord Byron (1788-1824), celebrated English poet.

- Cambridge, (including Turner and Percy)—After the famous English university town.
- Cameron—After the builder of Stadacona Hall.
- Carling Avenue—Sir John Carling (1828–1911), Minister of Agriculture from 1885 to 1892.
- Carlyle Avenue, (formerly Queen Street in Ottawa South)—After Thomas Carlyle (1795–1881), historian and philosopher.
- Carruthers Avenue—Aaron Carruthers, lumber foreman.
- Cartier Street and Square—Sir George Etienne Cartier (1814–1873), one of the “Fathers of Confederation.”
- Cathcart Street and Square—Second Earl of Cathcart (1783–1859), who fought at Waterloo and was Governor-in-chief of Canada from 1845 to 1847.
- Cayuga—An Indian tribe of the Iroquois confederacy.
- Chamberlain Avenue—Joseph Chamberlain (1836–1914), British Colonial Secretary from 1895 to 1903.
- Champagne Avenue—Napoleon Champagne, member of the Ottawa City Council for over a quarter of a century and M.L.A. from 1912 to 1914.
- Champlain Avenue—Samuel de Champlain (1567–1635), founder of New France.
- Chapel—Because of a Methodist chapel built there in 1828.
- Chapleau Avenue—Sir Joseph Adolphe Chapleau (1840–1898), Premier of Quebec from 1874 to 1882, and Lieut-Governor from 1892 to 1897.
- Charles—After the third son of the Hon. Thomas MacKay.
- Charlotte—Princess Charlotte, only child of George IV.
- Chesley—After an Ottawa family of that name.
- Christie—Dr. A. J. Christie, physician and founder of the *Bytown Gazette*.
- Clarence—Fourth son of George III, afterwards King William IV (1765–1837). Between Anglesia Square and the Rideau River, it was formerly called Franklin Street, and from Anglesia Square to King Edward Avenue, Parry Street; to commemorate the names of two notable arctic explorers seeking a North West Passage to China.
- Clarendon Avenue—Fourth Earl of Clarendon (1800–1870), for many years British Foreign Secretary.
- Clarey Avenue—Thomas Clarey, contractor, alderman and city controller.
- Claverhouse—Scottish officer (1643–1689), distinguished for his military talents and killed at the Battle of Killecrankie.
- Clegg—William T. Clegg, for many years Ordnance Paymaster.
- Clemow Avenue—Hon. Francis Clemow, Senator from 1885 to 1902.
- Cliff, (formerly Rear Street)—Because on a high rocky promontory overlooking the Ottawa River.
- Cobalt Avenue—Named after Ontario’s great silver-mining camp.
- Cobourg—A variant spelling of Coburg, a German city where Martin Luther once lived.
- College Avenue—Runs southward from the University of Ottawa.
- Commissioner—In honour of the commissioners who directed the installation of Ottawa’s waterworks system.
- Concord—A Massachussets town where Emmerson, Hawthorne and Thoreau once lived.
- Connaught Place and Park—Named in honour of the Duke of Connaught,

brother of King Edward VII, and Governor General of Canada from 1911 to 1916. The Honourable Charles Murphy strongly advocates the extension of Connaught Place westward to Elgin Street and making it one of the most impressive civic centres in the world.

Cooper—Anthony Ashby Cooper (1801–1885), noted British statesman and philanthropist.

Craig—After a family of that name in "The Glebe."

Crichton—After Ann Crichton, wife of the Honourable Thomas MacKay.

Cumberland—Duke of Cumberland (1721–1765).

Cunningham—Walter Cunningham, alderman.

Dalhousie—Earl of Dalhousie, (1770–1838), Governor-General and Commander-in-chief of British North America from 1819 to 1828.

Daly Avenue—Sir Dominic Daly, Provincial Secretary for Lower Canada both before and after the union of 1841, and afterwards Governor of Prince Edward Island.

Delaware Avenue—An Indian confederacy of Algonquin stock.

Derby Place—Earl of Derby (1799–1868), noted British statesman.

Devonshire Avenue—Duke of Devonshire, Governor-General of Canada from 1916 to 1921.

Dow's Lake—Abraham Dow, who took up land there in 1814.

Drummond—Robert Drummond, contractor during building of Rideau Canal.

Dufferin Avenue and Road—Earl of Dufferin, Governor-General of Canada from 1872 to 1878, and Viceroy of India, 1884 to 1888.

Duhamel—Mgr. Joseph Thomas Duhamel (1841–1909), Roman Catholic Archbishop of Ottawa.

Duke—Probably after the Duke of Richmond, Governor-in-chief of Canada in 1818–9, or after a family of that name on "The Flats."

Dundonald Park—Major-General the Earl of Dundonald, the last British officer to command the Militia of Canada—1902–4.

Eccles—Named after a family which came here from Almonte.

Echo Drive—Because of the echo heard at certain points.

Electric—Named by employees of the Ottawa Electric Railway.

Elgin—Eighth Earl of Elgin (1811–1863), Governor-General from 1847 to 1854.

Ellesmere Avenue—Probably after the first Earl of Ellesmere (1800–1857), President of the Royal Geographical Society and President of Aberdeen University.

Emmerson Avenue—After a Hintonburg family of that name.

Empress Avenue—"Empress of India" was one of Queen Victoria's titles.

Euclid Avenue—Named by some ardent admirer of the famous old geometer.

Fairburn—After a pioneer family in "Ottawa South."

Fairmount Avenue, (formerly McDonald Street)—A Philadelphia Park where the American Centennial Exposition of 1876 was held.

Faraday—Michael Faraday (1791–1867), noted English physicist and chemist, whose discovery of magneto-electric induction led to the construction of modern electric dynamos and motors.

- Fentiman Avenue—After a contractor who built the first houses there.
- Findlay Avenue, (formerly Forest Avenue)—After Alderman Findlay of Toronto.
- Forward Avenue—James A. Forward, Alderman for many years.
- Foster—Joseph Foster, tanner.
- Friel, (formerly Gloucester)—Henry James Friel, talented journalist and Mayor in 1863, 1868 and 1869.
- Fuller—Thomas Fuller (1823–1899), architect for the Parliament Buildings at Ottawa and of the State Capitol at Albany, N.Y.
- Fulton Avenue, (formerly Albert Street, Ottawa South)—Probably after some old resident, or possibly after Robert Fulton “The Father of Steamboat Navigation in America.”
- Galt, (formerly John Street, Ottawa South)—Named after John Galt, for many years Ottawa’s City Engineer.
- Garland, (formerly Young Street)—William Foster Garland, Federal Member for the County of Carleton 1911–15 and 1921.
- Geneva—After the Capital of Switzerland.
- George—After King George IV, (1762–1830).
- Gilchrist, (formerly Hill Street)—William Gilchrist, Councillor in Hintonburg.
- Gilmour—Allan Gilmour, one of Ottawa’s pioneer lumbermen.
- Gladstone Avenue and Playgrounds—William Ewart Gladstone (1809–1898), Prime Minister of England. Between Bronson Avenue and the Rideau River it was formerly called By Street.
- Glen Avenue—Named after a Toronto realtor.
- Gloucester—Historic English city built on the site of a Roman camp during the invasion of Claudius.
- Gordon—Named after an old Ottawa family.
- Goulbourn Avenue—Henry Goulbourn (1780–1856), one of the signatories of the Treaty of Ghent, Dec. 24th, 1814.
- Graham—Named after an early resident.
- Grange Avenue—After “The Grange,” Toronto, home of Sir Goldwin Smith (1823–1910).
- Grant—Sir James Grant, M.D., prominent Ottawa citizen.
- Granville Avenue—Second Earl of Granville (1815–1891), British Colonial Secretary from 1868 to 1870.
- Greenfield Avenue—Samuel Greenfield, an early resident.
- Grosvenor—After Grosvenor Square, London; Benjamin Grosvenor (1675–1758) being a popular preacher in the eighteenth century.
- Guiges Avenue, (formerly Church Street)—Mgr. Joseph E. B. Guiges, first Roman Catholic Bishop of Ottawa.
- Gwynne—After Chief Justice Gwynne of the Supreme Court of Canada.
- Hamilton Avenue—Probably after Lord Hamilton (1805–1865), who signed the Treaty of Ghent, in 1814.
- Hampton Avenue—After a Royal Court and Village 15 miles south-west of London.
- Harmer Avenue—An old Carleton County family.
- Hartington Place—Spencer Cavendish Hartington (1833–1908), eighth Duke of Devonshire.

Harvard Avenue—Probably after Harvard University, Cambridge, Mass.; founded in 1636 by Rev. John Harvard, M.A.

Harvey, (formerly Fifth Street, Ottawa South)—Robert Harvey, Mayor in 1849.

Hastey Avenue—Robert Hastey, Alderman and Controller for many years.

Havelock Avenue—Sir Henry Havelock (1795–1857), a distinguished British General who served during the Indian Mutiny.

Hawthorne Avenue—Nathaniel Hawthorne (1804–1864), American novelist.

Head Street—Running from the head of the flume on Chaudiere Island.

Henderson Avenue—John Henderson, Manager of the By Estate and City Clerk from 1891 to 1915.

Heney—After “Honest John” Heney, Alderman for many years.

Herridge—Rev. W. T. Herridge, Minister of St. Andrew’s Presbyterian Church from 1883 to 1919.

Hill—Dr. Hamnett Hill, who practised here for more than half a century.

Hinchey Avenue—Edward Hinchey; Controller from 1910 to 1913 and in 1919.

Hinton Avenue—Robert Hinton, founder of Hintonburg.

Holland Avenue—Named after Andrew Holland.

Hopewell Avenue—Charles Hopewell, Mayor 1909–1912, and then appointed Police Magistrate.

Howick Place—After Howick Castle, home of the fourth Earl of Grey, Governor-General of Canada, 1904–1911.

Hurdman Road—Robert Hurdman, lumber merchant, and large property owner.

Huron Avenue and Place—After the Huron Indians.

Imperial Avenue—“Fancy name,” referring to Imperial Unity.

Iona—An island of the Inner Hebrides noted for its ancient cathedral.

Irving Avenue—Washington Irving (1783–1859), American novelist.

Java—An island in the southern Pacific Ocean.

John—After the fourth son of the Hon. Thomas MacKay.

Keefer, (formerly Perth)—Thomas Coltrin Keefer (1821–1912), distinguished Canadian Civil Engineer and bridge designer.

Kenilworth—Name of a novel by Sir Walter Scott.

Kenney—Thomas Kenney, Lumber Merchant.

Kenora—Named after Kenora, Ont.; this name being formed by combining the first two letters of the names of Keewatin, Norman and Rat Portage which united in 1905.

Kent, (formerly Hugh)—Duke of Kent (1767–1820), fourth son of George III and father of Queen Victoria. Lived at Quebec 1791–4, Commander-in-chief of the forces in 1799, and appointed Governor of Gibraltar in 1802.

King Edward Avenue, (formerly King Street) and Park—Named in honour of King George IV, and re-named in honour of “Edward the Peacemaker.”

Ladouceur—David Ladouceur, Councillor in Hintonburg.

Lakeside Avenue—Situated on the east side of Dow’s Lake.

Lambton Avenue—John George Lambton, (1792–1840), Earl of Durham and Governor-in-chief of Canada during 1838–9.

Langevin Avenue—Sir Hector Louis Langevin (1836–1906), Secretary of State from 1867 to 1869.

Lansdowne Avenue and Park—Fifth Marquis of Lansdowne, Governor-General of Canada from 1883 to 1888 and Viceroy of India, 1888–1895.

Laurentian Place—Commands a magnificent view of the Laurentian Mountains.

Laurier Avenue—Right Honourable Sir Wilfrid Laurier, (1841–1919), Prime Minister of Canada from 1896 to 1911. West of the canal it was formerly called Maria Street, (after a daughter of Nicholas Sparks), and east of it Theodore Street (after the second son of Louis Theodore Besserer).

Le Breton—Captain John Le Breton, an ex-army officer who founded Britannia and owned most of "Le Breton Flats."

Lees Avenue—Named after Robert Lees.

Letchworth Road—Probably after Letchworth Park and Arboretum, on the Genesee River, New York State.

Lett—William Pittman Lett, journalist and City Clerk from 1855 to 1891.

Lewis—John Bower Lewis, lawyer, Mayor of Bytown in 1848, and Mayor of Ottawa from 1855 to 1857.

Lidell—Probably after an early resident, or a variant spelling of Liddell; Henry George Lidell (1811–1898), being co-editor of Liddell & Scott's well-known Greek Lexicon.

Lisgar, (formerly Biddy Street)—Named after Baron Lisgar (1807–1876), Governor-General of Canada from 1869 to 1872.

Lloyd—Major-General Lloyd, who settled in March in 1819.

Lorne Avenue, (formerly Albert Avenue)—Named after the Marquis of Lorne (1845–1918), Governor-General of Canada from 1878 to 1883.

"Lovers' Walk"—A shady gravelly path on the river side of Parliament Hill.

Lowery, (formerly Stott Street)—Thomas Lowery, City Editor of the *Ottawa Journal*. The Aldermen were unable to choose a name until one of them said, "call it after Lowery," who was present.

Lyon—Robert Lyon, barrister, Mayor in 1857, and appointed Junior Judge of the County of Carleton in 1872. From the Ottawa River to Gladstone Avenue, it was formerly called Sally Street, and from there to Catherine Street, Frank Street.

Macdonald Gardens—The old "Sandy Hill" cemetery converted into a ten acre park by the Ottawa Improvement Commission and named after Hector Macdonald.

MacKay Street—Hon. Thomas MacKay, the founder of "New Edinburgh."

Mackenzie Avenue, (formerly Park Avenue)—Honourable Alexander Mackenzie, (1755–1820), Prime Minister of Canada from 1873 to 1878.

MacLaren—James MacLaren, Lumber merchant.

Major Hill Park—Major Daniel Bolton, of the Royal Engineers. First called Colonel's Hill, because Colonel By lived there; then Major's Hill, and now Major Hill Park. On Connaught Place the erection of a war memorial in honour of the Ottawa men who served during the Great War of 1914–8 would hamper the movement of the ever increasing traffic, but the placing of it in Major Hill Park would fit in with the proposed extension of the Government Driveway from the Laurier Avenue Bridge to Connaught Place.

- The Chateau Laurier and the Customs Building would be in keeping with it, it would be visible from Hull, and a re-arrangement of the landscape in Major Hill Park would link up the eastern and western parts of the Driveway.
- Manchester Avenue—Named after an old resident of the district.
- Mann Avenue—Sir Donald Mann, Vice-President of the Canadian Northern Railway.
- Marlborough Avenue—Named after the fifth Duke of Marlborough (1766-1840), Commander-in-chief of the united armies of England and Holland.
- Marlowe Crescent—Christopher Marlowe (1564-1593), English poet and dramatist.
- Martineau—Eugene Martineau, Alderman for 16 years and Mayor in 1872-3.
- Mason—William Mason, Councillor and Clerk of Hintonburg.
- McAuliffe, (formerly Idol Lane)—William McAuliffe, Lumber merchant.
- McCormick—Henry McCormick, flour miller.
- McDougall Avenue—Francis McDougall, hardware merchant and Mayor 1885-6.
- McGee—Hon Thomas D'Arcy McGee; poet, orator, journalist and member of the House of Commons 1867-8.
- MxGillivray—Edward McGillivray, wholesale merchant, and Mayor 1858-9.
- McLean—D. H. McLean, Controller.
- McLeod—McLeod Stewart, Mayor in 1887 and 1888.
- McTaggart—John McTaggart, Clerk of Works under Colonel By.
- Melgund Avenue, (formerly John Street)—Named after Lord Melgund, afterwards fourth Earl of Minto.
- Melrose Avenue—After a Scottish Village noted for its ancient abbey.
- Merton Avenue—A Surrey Village, south-west of London.
- Metcalfe Street and Square—Sir Charles Theophilus Metcalfe (1785-1846), Governor-General of Canada from 1843 to 1845.
- Middleton Drive—Named after General Middleton, Commander of the Canadian militia during the second Riel Rebellion in 1885.
- Mill Street and Lane—Because of proximity of Bronson & Weston's mill on Victoria Island.
- Minto Bridges and Park—Named after the fourth Earl of Minto (1847-1914), Governor-General of Canada from 1898 to 1904, and Viceroy of India 1905-1910.
- Monk Street and Monkland Avenue—Named after Henry Carleton Monk.
- Montcalm Avenue—Named in honour of the Marquis de Montcalm (1712-1759), leader of the French army at the Battle of the Plains of Abraham.
- Montreal—Because boat travellers from Montreal came up this street from "Richmond Landing."
- Morris, (formerly William)—William D. Morris, Mayor of Ottawa in 1901.
- Mosgrove—William Mosgrove, Judge of Carleton County from 1889 to 1903.
- Murray—General Sir George Murray, who captured Fort Niagara in December, 1813.
- Mutchmor Street and Park—John Mutchmor, early resident who served during the War of 1812-3.
- Nelson—Horatio Nelson (1753-1805), Admiral of the British fleet at the Battle of Trafalgar, October 21st, 1805.

Nepean Street, Point and Park—Sir Evan Nepean, Secretary for Ireland.
 Newton, (formerly Percy Street)—Newton Kerr, City Engineer 1900–1912.
 Nicholas—Named after Nicholas Sparks, whose land it bounded on the east.
 Noel—After H. V. Noel, who arrived in 1827.
 Norfolk Avenue—Probably after the Duke of Norfolk (1791–1856).
 Notre Dame—The most famous and imposing cathedral in Paris.

Oblate Avenue—Named after the Oblates of Mary Immaculate.
 O'Connor—Daniel O'Connor, who arrived in 1827 and was Treasurer of Carleton County from 1842 to 1858.
 O'Meara—John O'Meara, Justice of the Peace for Carleton County.
 Oliver, (formerly Willow Street)—James Oliver, furniture manufacturer.
 Onslow Crescent—Probably after George Onslow (1784–1853), French composer of instrumental music.
 Oregon—After a Pacific Coast State.
 Osborne Avenue—Captain Sherrard Osborne (1822–1875), British naval officer and writer.
 Osgoode, (formerly Jacob Street)—William Osgoode (1754–1824), Chief Justice of Upper Canada 1791–4, and of Lower Canada 1794–1801.
 Ossington Avenue—Lord Ossington (1800–1873), Speaker of the British House of Commons from 1854 to 1872.
 Oxford—A famous English university town in England.

Pamilla—Probably a variant spelling of Pamela, a leading character in one of Samuel Richardson's novels.
 Papineau—Louis Joseph Papineau (1786–1871), leader of the Rebellion of 1837.
 Parent Avenue—Dr. Rufus Parent, Alderman and Controller for several years.
 Parkdale Avenue—Named after "Parkdale," a former suburb of Toronto.
 "Parliament Hill"—The area enclosed by the Ottawa River, Rideau Canal Locks, Wellington Street and Bank Street.
 Patterson Avenue—George Patterson, who came to Bytown in 1827.
 Perkins—Edward Perkins, who had the first machine shop here.
 Pinard—Alfred Pinard, merchant and Councillor for many years.
 Pinhey—Hamnett Kirkes Pinhey, the foremost settler in March Township.
 Plouffe Park—Miose Plouffe, Alderman for Dalhousie Ward.
 Plymouth Avenue—Named after a well-known English seaport.
 Powell Avenue—William F. Powell, M.L.A., for Carleton County 1854–1867.
 Preston—John Honey Preston, City Treasurer.
 Pretoria Avenue, (formerly Jane Street)—Named after the Capital of the Union of South Africa.
 Primrose Avenue—Archibald Philip Primrose, Earl of Rosebery, distinguished for his many and varied attainments.
 Princess Louise Avenue—Named after Queen Victoria's youngest daughter, the Marchioness of Lorne.
 Putman Avenue—Dr. J. H. Putman, Chief Inspector of Ottawa's Public Schools.

Queen—Named in honour of Queen Victoria, (1819–1900).

- Railway—Because it runs parallel to the C.P.R. tracks.
- Raymond—After a family of that name.
- Redpath, (formerly Rear Street)—John Redpath, Thomas MacKay's partner during the building of the Rideau Canal.
- Regent—A leading street in the west end of London.
- Refrew Avenue—After a county in south-western Scotland.
- Rheaume—Dr. Joseph Octavius Rheaume, Minister of Public Works 1905–1914.
- Rideau Street, Park and Terrace—Named after the Rideau Falls.
- Ring—Named after a foreman in Bronson & Weston's mill.
- Riverdale Avenue, (formerly Elm Street, Ottawa South)—From Billing's Bridge to the Rideau Canal, east of the Exhibition Grounds.
- River Lane—Named by Robert Surtees when he subdivided the MacKay estate, in New Edinburgh.
- Riverside Avenue—Along the west side of the Rideau River from Cumming's Bridge to Hurdman's Bridge.
- Robinson Avenue—Hiram Robinson, Lumber merchant and prominent citizen.
- Rochester—John A. Rochester, Mayor of Ottawa in 1870 and 1871.
- Rockliffe Park and Avenue—Named after General Rockliffe, a retired British army officer who lived there for some time.
- Rose Avenue—Sir John Rose (1820–1888), Minister of Finance in the first Dominion Government.
- Rosebery Avenue—Earl of Rosebery, British Foreign Secretary in 1886 and from 1892 to 1894.
- Rosedale Avenue—After "Rosedale," a former suburb of Toronto.
- Roslyn Avenue—After one of Shakespeare's characters in "As You Like It."
- Ross Avenue—After Judge William Aird Ross.
- Ruskin Avenue—John Ruskin (1819–1900), eminent art critic and writer.
- Russell Avenue—Probably after a family of that name, but may be after Lord John Russell, Secretary for War and of the Colonies from 1839 to 1841, and Prime Minister 1865.
- Salisbury Place—Marquis of Salisbury (1830–1903), British statesman.
- Scott—Sir Richard William Scott, Mayor of Bytown in 1852, M.P.P. for Ottawa 1857–1863, Senator 1874, Secretary of State 1874–8 and from 1896 to 1908.
- Seneca—A tribe of the Five Nation Indians; the meaning of the word being "red paint."
- Sherbrooke Avenue—Sir John Coape Sherbrooke, Governor-in-chief of Canada from 1816 to 1818.
- Sherwood—After Livius Peters Sherwood, owner of the famous "Lot 40."
- Simcoe—John Graves Simcoe (1752–1806), first Governor of Upper Canada 1792 to 1799.
- Skead Road—Hon. James Skead, Lumber merchant, in the Legislative Council from 1862 to 1867, and appointed Senator in 1867.
- Slater—James D. Slater, Superintendent of the Rideau Canal.
- Smirle Avenue—Archibald Smirle, Public School teacher and Inspector.
- Somerset—Twelfth Duke of Somerset (1804–1885), First Lord of the Admiralty from 1859 to 1866.
- Spadina Avenue—After Spadina Avenue, Toronto; the meaning of this Indian word being "a sudden rise of land."

Sparks—Nicholas Sparks, who settled here in 1826.

Spencer, (formerly Ernest)—Probably after H. B. Spencer, conductor of the first train from Carleton Place to Ottawa, September 13th, 1873.

Stanley Avenue—Lord Stanley of Preston (1826–1893), Governor-General of Canada from 1888 to 1893.

St. Andrew—The patron saint of Scotland. The eastern part was formerly known as Park Street.

St. Francis—St. Francis Borgia, a great missionary of the 16th century.

St. Joseph—The foster-father of our Saviour.

St. Patrick—The patron saint of Ireland.

Stewart—Dr. James Stewart, here from 1827 to 1848.

Stirling Avenue—Named after a famous Scottish city and castle forty miles north-west of Edinburgh.

Strathcona Avenue and Park—Sir Donald A. Smith (1820–1914), first Baron of Strathcona and Mount Royal, and Canadian Trade Commissioner from 1896 to 1914.

Sunnyside Avenue—Named after a well-known Toronto bathing beach.

Sussex—Named after the Duke of Sussex (1793–1843), sixth son of George III. From Bolton Street to the Rideau River it was formerly known as Metcalfe Street, and from there to Mackay Street as Ottawa Street.

Sweetland Avenue—Dr. John Sweetland, who came in 1867 and held many public positions.

Thomas—Named after the fourth son of the Hon. Thomas Mackay.

Thompson—Philip Thompson, first saw-mill operator on the south side of the Chaudiere Falls.

Thornton—Named after a member of the firm of Thornton & Truman.

Tormey—William Tormey, blacksmith for iron-work of the lock gates.

Torrington Place—Viscount Torrington (1665–1773), First Lord of the Admiralty and father of Admiral Lord Byng.

Tyndall Avenue—John Tyndall (1820–1893), eminent British physicist.

Union—Named by Hon. Thomas MacKay to commemorate the union of Upper and Lower Canada in 1841.

Vaughan Road—Sir Charles Richard Vaughan (1774–1849), British Minister at Washington.

Victoria Memorial Museum—The home of the Geological Survey of Canada, on ground formerly known as "Appin Place," and named in honour of Her Gracious Majesty Queen Victoria (1819–1901); as are also Victoria Street and Victoria Terrace.

Vittoria—A town in Spain, recalling a famous victory of British arms under the Duke of Wellington, in June 1813.

Wallace Avenue—William Wallace, organizer of the Wallace Realty Company.
Waller, (formerly Besserer, and later Ottawa Street)—Named after William Henry Waller, Mayor in 1876 and 1877, and Registrar of the County of Carleton from 1877 to 1885.

Warnock—James Warnock, an early baker.

Water—Because it stretches from the Ottawa River to the Rideau River. In

1857 the part between Sussex Street and King Edward Avenue was known as Nunnery Street.

Waverly—Named after one of Sir Walter Scott's novels. Between Bank and Robert Streets, it was once known as Charles Street, and between Robert Street and the canal as Neville Street.

Wellington—Named after Patrick Arthur Wellesley (1769–1852), the great Duke of Wellington who led the allied forces at the Battle of Waterloo, June 18th, 1815.

Wendover Avenue—Probably after Viscount Wendover (1859–1915).

Wilbrod—Named after the eldest son of Louis T. Bresserer.

Willard Avenue—Probably after Edward Willard (1853–1915), a noted English actor.

William—In honour of King William IV, (1765–1837).

Wilton Crescent—Named after Wilton Crescent, Toronto.

Windsor Avenue—After a Berkshire town containing Windsor Castle.

Woodbine Place—Named by Newton Kerr, City Engineer, after a Toronto race track.

Woodstock—A town in Oxfordshire, formerly containing a royal residence.

Wurtemberg—A Kingdom of southern Germany.

York—Duke of York (1763–1827), second son of George III.

Young—Captain Levi Young, who built a sawmill at the Chaudiere Falls in 1851.

Names of Streets, Avenues, Drives, Lanes and Terraces named after Trees;—
Acacia, Ash, Balsam, Beech, Butternut, Chestnut, Elm, Elmdale, Elmwood, Forest, Grove, Hazel, Hickory, Larch, Laurel, Linden, Lindenlea, Maple, Oak, Oakland, Pine, Pinehurst, Poplar, Spruce, Walnut, Wildwood, Willow, Woodlawn.

Names of Streets and Avenues which have not been traced satisfactorily;—
Adeline, Arthur, Beverly, Caroline, Catherine, Diana, Dolly, Dorothy, Douglas, Edgar, Edina, Elizabeth, Ella, Emmett, Evelyn, Flora, Florence, Frank, Helena, Henry, Hilda, Isabella, Ivy, James, Julian, Lawrence, Leonard, Loretta, Louisa, Lydia, Margaret, Muriel, Norman, Pansy, Percy, Ralph, Robert, and Sydney.

CANADA'S BEAUTIFUL CAPITAL CITY

NO other city in Canada possesses the noble, commanding site, the picturesque surroundings, or the great natural advantages of Ottawa. The noble Ottawa River, here wide and there narrow, flows along its northern boundary, the Rideau River encircles the greater part of it and joins the Ottawa with a huge bound, whilst the turbulent Gatineau coming in from the north, swells the volume of the mighty Ottawa. In the western part of the city are the famous Chaudiere Falls, and in the distance may be seen the purple haze of the Laurentian Mountains. Rivers, waterfalls, bordering forests and ridges of glorious rock form an essential part of the picture, and many tourists have expressed the opinion that, with the exception of the view from Cape Diamond, Quebec, that from "Parliament Hill," Ottawa, is the most magnificent on the North American continent.

In 1861 Anthony Trollope wrote: "Ottawa is the Edinburgh of British North America. It stands nobly on a magnificent river with high, overhanging rock, and a natural grandeur of position which has perhaps gone far to recommend it to those who chose it as the Capital of Canada." Charles Dudley Warner says: "The group of Government Buildings is surprisingly fine. The Parliament House and Departmental Buildings (East and West Blocks), on three sides of a square, are exceedingly effective in colour and the perfection of Gothic details; especially in the noble towers. There are few groups of buildings anywhere so pleasing to the eye, or that appeal more strongly to one's sense of dignity and beauty"; whilst Anthony Trollope says: "I know of no modern Gothic



Courtesy of H. H. Gray

AERIAL VIEW OF OTTAWA TO-DAY

purser of its kind, or less sullied with ornamentation, and I know no set of buildings so happy as regards both beauty and grandeur." J. Macdonald Oxley says: "Though not so vast, ambitious or elaborate as the Capitol at Washington, the Canadian Houses of Parliament, with their attendant Departmental Buildings, uprising from amidst a wealth of flower, leaf, and lawn, present a picture rich in harmony and grace, and artistically perfect. To view them aright you must stand on Major's Hill some glorious summer evening when the swiftly-sinking sun invests them with a halo of mingled gold and fire."

In the walls of the original buildings the colouring of the Nepean sandstone is both varied and beautiful and grows in richness under the hand of time; the dressings being of Ohio freestone and the red arches of Potsdam sandstone. The Parliamentary Library, adjoining the main building, is built in the form of a rotunda with the centre of the dome 140 feet above the floor, and is a marvellous combination of strength and grace. Around the spacious grounds there are massive walls of bluish-gray cut limestone and intermingled vari-coloured sandstone surmounted by handsome iron railings and adorned with Ohio freestone posts or columns of huge size and appropriate design. In summer time nearly thirty acres of velvet sward intersected by broad paths and drives and dotted with huge beds of brilliant and fragrant flowers furnishes a beautiful setting for the lordly mass of buildings on the high promontory jutting out into the Ottawa River. Some years ago a considerable portion of the West Block was destroyed by fire, and the walls of the new part were built of New Brunswick sandstone. In February, 1916, the Main Building was burned, but the Library was saved. Between 1917 and 1922 a magnificent twelve million dollar building was erected on the site of the one destroyed by fire, and is greatly admired

by visitors from all parts of the world. In this building, Confederation Hall, with its wonderful carved stone pillars and arches, the mural decorations of the Reading Room, and the beautiful Library, will long be remembered by all who view them. In front of the Main Building stands the great Victory Tower, which commemorates the part played by Canada in the Great War and contains a wonderful carillon of fifty-three bells, with a range of four and a half octaves. The largest bell weighs ten tons, their total weight is 53 tons, and they have a wider scope for tones and harmonies than any carillon in English belfries. The great Gothic tower itself resembles Giotto's bell-tower at Florence, which for six centuries has compelled the admiration of tourists from many lands. With the possible exception of the Victoria Tower, Westminster, competent critics claim that Ottawa's Victory Tower has greater merit than any of the Classic or Renaissance towers of Europe or Asia. In the words of James D. Elgar: "Just as the patriotism of the Athenian was kindled at the sight of the Acropolis, and that of every Scottish heart beats high when he sees the ancient castle on Edin's hill, so every true Canadian is filled with pride in his country when he views the noble pile of Federal Buildings far above the foaming Ottawa, as they tower and glitter in the setting sun, and his feelings and actions are influenced for the better when he returns to his distant home, whether on the shore of the Atlantic, on the western prairie, or on the far-off Pacific Slope."

Grattan O'Leary says, "Although Ottawa lacks the storied past, the international intrigue, the mediaeval atmosphere and the architectural grandeur of European capitals, yet it holds what no other Canadian city has; the indefinable fascination and charm of mystery which are inseparable from the seat of government. Halifax,

St. John, Vancouver and Victoria have the magic of sailors and ships; Quebec breathes the romance and the mysticism of New France; Montreal has the cosmopolitanism of New York; Toronto is an industrial colossus; but in Ottawa the visitor is soon conscious of an atmosphere strangely different. One hardly knows whether it be the Chaudiere with its unceasing thunderings, or the background of the purple Laurentians, or the noble Gothic pile on 'The Hill,' with its suggestion of power and pomp and ceremony, or the absence of disfiguring industrialism, or a seemingly leisured and always well-dressed people, but there is an almost instant realization of something new, of some intangible quality of baffling enchantment."

. . . "All sorts of people come here for all sorts of reasons. Agents of foreign governments come to transact business, politicians to consult Ministers and party leaders, lawyers to see government officials on behalf of wealthy clients, aspiring judges and senators, many to seek government jobs for themselves and others, professors and students to explore the Archives and the Parliamentary Library, the season's debutantes under the aegis of Ministers' wives, and thousands of others led only by the lure and the mystery that surround the business of government."

In the Civil Service there are approximately ten thousand people in receipt of \$1,350,000 a month, paid out as regularly and unfailingly as the water of the Ottawa River flows over the Chaudiere Falls. Nearly all of this money is spent here, and explains why Ottawa is essentially a city of homes. As the political capital of Canada, it has been the abode of many distinguished men and women. "It is a mingling of politicians and poets—Macdonald, Tupper, Laurier, but also Lampman, Campbell and Scott. If there had not been a poet in Macdonald and in Laurier, Canada would have been less a land than she is. Had there not been a moulder and

maker in Scott and in Campbell, their poetry would have missed its mark." Archibald Lampman "thoroughly imbued with the philosophy of Wordsworth" is Canada's greatest nature poet. The poetry of Wilfrid Campbell is infused with a weird and subtle mysticism that reminds us of Coleridge and of Poe; a poetry that "not only touches the deepest thoughts and feelings of humanity, but goes into the sacred and tragic places where the great dramatic moments of life are known." Duncan Campbell Scott is a poet of climate and atmosphere keenly alive "to the subtle vanishings and mystical visitations that baffle or beset our mortality." Nor should we forget Edward William Thomson who "has heart and brains and imagination", Charles Sangster, Arthur Stanley Bourinot and Arthur Weir. Everything considered, it is quite within the mark to say, both in quantity and quality, the literary production of the Canadian people is proportionately equal to that of any like part of the English-speaking race.

From all points of the compass, the railways and splendid motor roads converging at Ottawa are bringing an ever increasing number of tourists, most of whom are genuinely surprised to find miles of motor roads penetrating into sylvan glades, into mountain lakes, and along the streams tributary to the noble Ottawa; not to mention the glorious canoe and motor boat trips through the enchanting Rideau Lakes. During the last quarter of a century the great natural beauty of the city has been enhanced by the civic and federal authorities working together in harmony. In return for the free use of city water, the Federal Government has annually spent from \$100,000 to \$150,000 on the maintenance of parks and the construction of a magnificent Driveway stretching from the eastern limit of Rockliffe Park, along the shore of the Ottawa River to Major Hill Park, past

Cartier Square, along the Rideau Canal to the Central Experimental Farm, and thence to the Ottawa River about two miles west of the Chaudiere Falls. At present it is being carried across the river on beautiful cement bridges connecting Riopelle, Cunningham and Bate Islands, is to swing back along the north shore to Hull, and will cross the Alexandra Bridge to Major Hill Park. Silently and without ostentation this great work has been carried on; trees, shrubs, beautiful flower beds, miniature lakes and rustic bridges having replaced many a stretch of unsightly weed-grown land.

In the selection and maintenance of its twenty-three public parks and squares, Ottawa has been singularly fortunate; but it should be remembered that whilst the Ottawa Improvement Commission has done much, the city has also done its share—whilst the pride and faith of the citizens have led to the building of many fine homes and the beautification of the grounds about them. With its 185 acres of woodland stretching along the Ottawa River, Rockliffe Park is conceded to be one of the finest natural parks in the world. Along the western shore of the Rideau River, Strathcona Park comprises 17 acres; Cartier Square has 11 acres of level ground in the very heart of the city devoted to baseball, football, and lacrosse; Macdonald Gardens contain ten acres of parkland created by the Improvement Commission; Dundonald Park, on Somerset Street, contains five acres beautifully kept; smaller parks and squares are scattered throughout the city; and at Britannia and Aylmer there are large and beautiful parks easily reached by the electric railways.

Most people think of Ottawa only as the political capital of the Dominion, but it must not be forgotten that it is also a great industrial centre. Since Confederation its industrial progress reads like a romance, yet it is only on

the threshold of its industrial development. Already it is the industrial and commercial metropolis of eastern Ontario, is one of the best-balanced cities in Canada, and no capital city in the world has before it a more promising and alluring future. Its 203 manufacturing establishments represent a capital investment of \$45,000,000, a yearly output of \$29,000,000, and the payment of \$8,291,483 to 7,294 employees. No other city in Canada maintains as close a relation to the pioneer industry of lumbering, and no other city, large or small, draws from within its gates a sufficient supply of hydro-electric power for its present-day needs. As a power centre, few people realize its strategic position. Within a radius of 48 miles there is sufficient water power to develop a minimum of 917,000 electrical horsepower and a maximum of 3,347,000 during the period of high water; more than enough to supply the cities of Toronto, Rochester, Detroit and Cincinnati. At present the city covers an area of less than ten square miles, has a population of 170,000 and a property assessment of \$141,634,075, has 230 miles of cement walks, 201 miles of water mains, 152 miles of sewers and 55 miles of street car track.

In a thousand and one ways, the stirring story of Ottawa's century of life reflects the achievements of the people of Canada. It is a story that thrills alike with the history made, and with the promise of a great future. Not only her civic and national development, but also her commercial and financial development plainly mark her as a worthy city for the Capital of Canada; whilst in the line of sight-seeing, recreative, literary and social advantages she takes a proud and worthy position amongst the capitals of the world.

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